# The Bombay Gazette.

No. 9,526—New Series. BOMBAY :—SATURDAY, MAY 31, 1879.


## THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* are as follow:—

To Subscribers in Bombay—*Delivered free.*

| *In Advance.* | | *In Arrear.* | |
|---|---|---|---|
| Per Annum | Rs. 48 | Per Annum | Rs. 60 |
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To Subscribers Up-country.

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### LONG ADVERTISEMENTS.

First insertion ... 8 As. per Line.
Second do. ... 4½ " "
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For Advertisements which are to be inserted for a considerable time special contracts may be made.

### SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matter as Small Sales, Business Cards, Situations, Wanted or Servant Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found. The scale for Advertisements belonging to any of these classes as follows:—

Not exceeding three lines ... Rs. 1-0
Each succeeding line ... 0-8 As.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

### TERMS FOR ADVERTISEMENTS.

Ten Lines and under—
First insertion ... Rs. 5 0
Second do. ... 2 8
Third do. ... 2 8
Fourth and succeeding insertions ... 0 2½ As.
A line, but no Advertisement counted as less than eight lines.

All Advertisements are charged according to the space occupied. Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES: EACH—TWO RUPEES.

### "BOMBAY GAZETTE" OVERLAND SUMMARY.

Subscription for one Year, *Post Free in India*, Rs. 12. Postage to England, Rs. 6-8.

Price per Copy ... As. 4.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette.*"

## SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED) WILL DESPATCH STEAMERS AS FOLLOWS:—

FOR COAST AND CALCUTTA.

S. S. GOA, 1,906 Tons, on SATURDAY, 31st May, 1879, at 3 P.M., calling at Rutnagherry, Vingorla, Goa, Carwar, Coompta, Mangalore, Cannanore, Tellicherry, Beypore, Calicut, Cochin, Alleppey, Tuticorin, Colombo, Negapatam, Pondicherry, Madras, Masulipatam, Coconada, Vizagapatam, Bimlipatam, Gopalpore, False Point. Ports are called at in the foregoing or any order.

Conveyance to the Nilgherry Hills.—The steamers are timed to reach Beypore at daybreak, and arrangements have been made for a train to leave Beypore specially in connection with the steamers' arrival to convey passengers right through to Mettapolium, where they will arrive at 7-45 p. m., and after staying for the night can proceed up the Ghat early the following morning.

FOR KURRACHEE.

S. S. AKOLA, 578 Tons, on SATURDAY, 31st May, 1879, at 3 p. m., calling at Verawul, Mangrole, Pore Bunder, and Cutch Mandvie in the foregoing or any order, weather permitting.

FOR KURRACHEE AND PERSIAN GULF.

S. S. VINGORLA, 578 Tons, on WEDNESDAY, 4th June, 1879 at 4 p.m., calling at KURRACHEE, BUNDER ABBAS, LINGAH, BUSHIRE FAO, and BUSREH, in the foregoing or any order.

FOR LONDON, via SUEZ, ALGIERS AND LISBON.

S. S. ABYSSINIA, 1,129 Tons, on SATURDAY, 28th June 1879, connecting at Aden with S. S. ASSYRIA, 1,495 Tons.
Saloon passage ... Rs. 500
Second Class passage ... " 335

The Assyria carries a Surgeon and a Stewardess and is due in London, 9th August. Transfer at Aden made by Company.

FOR NATAL, MOZAMBIQUE, ZANZIBAR, ADEN, HODEIDA AND JEDDAH.

S. S. ABYSSINIA, 1,129 Tons, on SATURDAY, 28th June 1879. Cargo and Passengers for Hodeida and Jeddah can be sent by this steamer at through rates. A favourable opportunity of passage to Natal is offered as the Union steamer is timed to leave Zanzibar for Natal within 24 hours of Abyssinia's arrival.

S. S. Burmah's departure is postponed till 2 p. m.

BOMBAY TO PENANG.

THE S. S. CULNA, 2,000 Tons, will sail on 1st June.

BOMBAY TO RANGOON DIRECT.

THE S. S. BYCULLA, 1,455 Tons, will sail on 5th June.

MACKINNON, MACKENZIE & Co., Agents.

Bombay, 30th May 1879.

STEAM COMMUNICATION WITH ITALY via SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA on the 24th, and BOMBAY on the 1st *of each Month.*

PASSENGERS' RATES FROM BOMBAY. (Inclusive of all Transit Fees through the Suez Canal.)

| | 1st Class. | 2nd Class. | 3rd Class. |
|---|---|---|---|
| Aden | Rs. 220 | Rs. 150 | Rs. 40 |
| Suez | 360 | 220 | 80 |
| Port Said | 380 | 240 | 90 |
| Messina | 500 | 340 | 140 |
| Naples | 500 | 340 | 140 |
| Leghorn | 500 | 340 | 140 |
| Genoa | 500 | 340 | 140 |
| Marseilles | 520 | 350 | 145 |

(Including Wines)

Children under 3 years, free of charge; Children not above 10 years, half fare.

Passengers' heavy Baggage will be delivered in LONDON FREE of CHARGE to the extent allowed in the Handbook. All extra Luggage will be charged for at rates which can be learnt from the Agent.

NEXT STEAMERS FROM BOMBAY:
SINGAPORE to sail on TUESDAY, 1st July 1879.
MANILLA to sail on FRIDAY, 1st August 1879.

All Steamers of this Company have large First and Second class accommodation; and always carry a Doctor and Stewardess on board.

The steamers of this Company, as a rule, start precisely 10 a. m. Any unavoidable detention will, however, be advertised at least one day previously.

For Hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, April, 1879.

MR. DAVID MACIVER'S LINE OF STEAMERS.

TUSCANY,
CAPT. GOUGH.
BOMBAY TO HAVRE.

THIS Steamer will sail on the 5th June. She has very comfortable accommodation for a limited number of passengers.
Rate of passage money, Rs. 400.
For passage, &c., apply to
W. & A. GRAHAM & Co., Agents.

MR. DAVID MACIVER'S LINE OF STEAMERS.

THESSALY,
CAPTAIN FRANK HARBORD.
BOMBAY TO HAVRE.
TO SAIL 7TH JUNE.

THIS Steamer's accommodation is all amidships and on Deck. Rate of passage money, Rs. 400.
For passage, &c.
Apply to
W. & A. GRAHAM & Co., Agents.

HALL LINE OF STEAMERS.

SPEKE HALL.
2,700 Tons, 400 H. P.
BOMBAY TO LIVERPOOL.

THIS Steamer will sail as above on the 21st June. Her Saloon and State Rooms are all on Deck. For passage or further particulars apply to
W. & A. GRAHAM & Co., Agents.

ANCHOR LINE OF STEAMERS.

BOMBAY TO LIVERPOOL.
S. S. INDIA,
CAPTAIN GEORGE READ.
2,289 Tons, 500 H. P.

THIS Steamer will sail as above on the 14th June. For plans of Saloon and Cabins, handbooks of information, rates of passage, or any further information apply to
W. & A. GRAHAM & Co., Agents.

Bombay, 12th May 1879.

## SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other Steamers will be despatched for EUROPE:—

| | Vessels. | Tons. | H.P. | Captains. | 1879 |
|---|---|---|---|---|---|
| — | VENETIA | 2726 | 450 | C. G. Perrins | 6th June. |
| (s) | GWALIOR | 2725 | 450 | J. C. Babot | 13th do. |
| — | SUMATRA | 2488 | 450 | R. E. Briscoe | 20th June. |
| (s) | MONGOLIA | 2833 | 536 | A. Coleman | 27th do. |
| — | TRAVANCORE | 1900 | 350 | W. Barratt | 4th July. |
| (s) | HINDOSTAN | 3113 | 600 | N.W. Haselwood | 11th do. |
| — | THIBET | 2593 | 400 | J. H. Torbock | 18th do. |
| (s) | MIRZAPORE | 3763 | 600 | A. Parish | 25th do. |

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (s) proceed direct to Southampton. By the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A Launch leaves the Company's Dock Head, Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

ADAM TAIT, Acting Superintendent.

Bombay, 27th May 1879.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta:—

Vessels. Tons. H.P. Captains.
MALWA ... 2933 450 P. S. Tomlin, 9th June.

A Launch leaves the Company's Dock Head, at Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

ADAM TAIT, Acting Superintendent.

Bombay, 27th May 1879.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY, CALLING AT GALLE.

THE following Steamers will be despatched for the above ports:—

Vessels. Tons. H.P. Captains.
SIAM ... 2014 500 G. N. Hector ... 20th June.
ASSAM ... 3033 500 N. Stewart ... 18th July.

A Launch leaves the Company's Dock Head, at Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

ADAM TAIT, Acting Superintendent.

Bombay, 27th May 1879.

## NOTICES.

PRINTING MATERIALS.

MILLER & RICHARD'S Presses, Types, and all requisites, always in stock.—Terms cash.

EWING & Co.
Agents, Calcutta.

M. LAVIALE'S ELECTRODYNE,
A GENUINE TESTIMONIAL.

A PHYSICIAN writes:—"I was induced to try your Electrodyne some time ago after having previously prescribed all other supposed remedies for mental depression, headache, giddiness, palpitation, nervousness and other symptoms of an overwrought brain without success. In every case its use was followed with most beneficial results, and I now feel so confident of its success that I have pleasure in stating that you may make use of this testimonial in any way you wish to bring the drug more before the public notice."

Agents for India:—A. D. JACKSON and COMPANY, Chemists, &c. Apollo House, Bombay; ABDOOL KURRIM IRJIBHOY & Co., Jackaria Musjid; and GUNPUTRAO GOROJEE, Parsee Bazaar, Fort; Messrs. MORGAN and BALCRISTNA, Poona.

JUST PUBLISHED,
VOINAROFSKYI,
AND OTHER POEMS,
BY
K. F. RELAIEFF.
Translated from the Russian,
By T. HART-DAVIES.

Rs. 3-8; Post free, Rs. 3-12.

THACKER & COMPANY, Ld.,
BOMBAY.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.

ORDINARY ORIGINAL CIVIL JURISDICTION.

In the MATTER of the INDIAN COMPANIES' ACT X. of 1866, and in the MATTER of the MANDVIE SPINNING, WEAVING and PRESS COMPANY, LIMITED.

NOTICE is hereby given, that the CREDITORS of the abovenamed Company are required, on or before the 10th day of June 1879, to SEND their NAMES and ADDRESSES and the PARTICULARS of their DEBTS or CLAIMS, and the NAMES and ADDRESSES of their Attorneys (if any) to JOHN YOUNG LANG, Esquire, the Official Liquidator of the abovenamed Company, at his Office, No. 11, in Rampart Row, Bombay, and if so required by notice in writing from the said Official Liquidator, or his Attorneys, to come in and prove their debts and claims at such time as shall be specified in such notice, and in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 24th day of April 1879.

JOHN Y. LANG,
Official Liquidator.

ESPLANADE HOTEL.

MONTHLY RATES
FOR
JUNE, JULY, AUGUST, SEPTEMBER.

TOP FLOOR,
Rs. 100.
THIRD FLOOR,
Rs. 110.
SECOND FLOOR,

[redacted]

on the east side of Baba Dhubboo Street, in the sub-district of Bhooleshwar, outside the Fort of Bombay, containing by admeasurement (788) square yards or thereabouts, assessed by the Collector of Land Revenue under No. 3,015, and by the Collector of Municipal Taxes under Nos. 47 and 48, and bounded as follows:—that is to say, on or towards the north by Moonshi Yakub Street, on or towards the south by Eduljee Cooper Street, on or towards the east by a public passage, and on or towards the west by the said Baba Dhubboo Street, and which said hereditaments and premises were formerly and are now in the occupation of the said defendant, Sooltanally Dawoojee, and of the tenants of the Plaintiffs above named.

For further particulars and conditions of sale application may be made at the office of the said Commissioner, or at the office of Messrs. TYABJEE and SAYANI, Plaintiffs' Attorneys, No. 1, Forbes Street, Fort, and at the office of Mr. KHUNDERAO MOROJEE, Attorney for Defendant and Appellant, Kesserbai, Widow of the late Canjee Khetsey, No. 41, Meadow Street, Fort.—Dated this 26th day of April 1879.

CHARLES E. FOX,
Commissioner.

## NEW ADVERTISEMENTS.

WILSON'S
GREAT WORLD CIRCUS.

THIS (SATURDAY) EVENING, 31ST MAY.
MOST POSITIVELY LAST NIGHT OF THE SEASON IN BOMBAY.
GRAND COMPLIMENTARY BENEFIT TENDERED TO
LA PETITE ADELE,
THE FAIRY-LIKE EQUESTRIENNE,
When there will be presented the
GRANDEST ENTERTAINMENT OF THE SEASON.

LAST NIGHT! LAST NIGHT!
MISS VICTORIA COOKE,
EMPRESS OF THE ARENA.

On this occasion she will appear for the first time in Bombay in her world-renowned act of Equestrianism upon a bareback steed, jumping banners and a flight through forty baloons. This act has been acknowledged by the Press, the Public, and even the Profession in every city where she has appeared to be without doubt the most daring, graceful, and artistic performance ever witnessed.

LAST NIGHT! LAST NIGHT!
THE GREAT GREGORYS,
THE UNRIVALLED GYMNASTS AND ACROBATS.

LAST NIGHT! LAST NIGHT!
MISS MARIE COMPTON.
THE ACCOMPLISHED VOCALIST.

LAST NIGHT! LAST NIGHT!
THE GREAT TALBOT SHIELDS.

LAST NIGHT! LAST NIGHT!
THE GREAT JAMES LEE.

LAST NIGHT! LAST NIGHT!
JOHNSON AND EUGENE,
THE KING COMIQUES.

LAST NIGHT! LAST NIGHT!
ALL THE STAR COMPANY.

LAST NIGHT! LAST NIGHT!
ALL THE HIGHLY TRAINED HORSES.

LAST NIGHT! LAST NIGHT!
OF THE GRAND STEEPLECHASE.

COME ONE, COME ALL
AND GIVE THE LITTLE LADY
A BUMPER HOUSE.

THIS DAY, SATURDAY, LAST MIDDAY PERFORMANCE at 3-30.

For the accommodation of Families, Schools and those residing at a distance.

UNCLAIMED GIFTS.

1,608 ... Rs. 10
3,877 ... " 10

The Parties holding the above numbers will receive the amount awarded by making application to the Box Office, Circus. All Gifts that remain unclaimed on Saturday, May 31st, will be donated to local charities.

NOTICE.

It is requested that all bills against this Company be presented at the Box Office immediately.

VICTORIA GARDENS.

THE Public are respectfully informed that in consequence of the bad weather the FETE is POSTPONED until further notice.

WANTED, for the Girls' High School, Allahabad, a SCHOOL MISTRESS. Must have a thorough knowledge of English and Music. Salary Rs. 100, with Board and Lodging at the School. Apply with copies of Testimonials to G. E. KNOX, Esq., C. S., Honorary Secretary, Girls' High School, Allahabad, before June 5th at latest.

ALL PERSONS INDEBTED to, or having CLAIMS against, the ESTATE of the late SURGEON MAJOR A. N. B. RIDDELL, 18th Regiment N. I., are requested to be good enough to communicate with the undersigned as early as possible.

J. G. E. GRIFFITH, Major, 18th N. I.,
President Committee of Adjustment.

Poona, 28th May 1879.

NOTICE.

WITH reference to Government Notification No. 1158, dated 7th May, published at page 530 of the *Government Gazette* of the 15th instant, on the subject of the RAJAPUR WATER WORKS LOAN, the undersigned hereby invites SEALED TENDERS for a Loan of 15,000 Rupees on the security of the Municipal Revenues of the Town of Rajapur.

N. B.—See also Government Notification No. 1,304 of 21st instant, published at page 539 of the *Bombay Government Gazette* of 22nd May 1879.

The Loan is to bear interest at seven per cent, per annum, and is to be repaid in 10 years by 20 half yearly instalments (principal and interest), of Rupees 1,055-4 each.

The Loan is to be raised under precisely the Act and Sections, and with the same government sanctions, as the Bombay Municipal Loans.

Further particulars can be ascertained from Messrs. CRAWFORD and BOEVEY, Solicitors, Rampart Row, or from the undersigned.

Tenders will be received at this office up to 6 p.m. of the 15th June 1879. No. Tenders below par will be considered. Undersigned does not bind the Municipal Commissioners of Rajapur to accept the lowest or any Tender.

ARTHUR CRAWFORD,
Collector and President of Rajapur Municipality.

Ratnagiri, 24th May 1879.

HOMEWARD BOUND
TRAVELLERS CAN PROVIDE THEMSELVES WITH
CHEROOTS AND CIGARS.
Manilla and Trichinopoly, of the finest qualities, for home use.
BARRIE'S MADRAS CONDIMENTS.
Bengal Chatni, Cayenne Sauces, Currie Paste, Currie Powder, Madras Chatni, Mulligatani Paste:
ACKNOWLEDGED THE BEST IN THE WORLD.
OVERLAND TRUNKS, COURIER, HAND AND DRESSING BAGS.
RUGS AND RUG AND BED STRAPS.
AIR PILLOWS AND CUSHIONS.
DECK CHAIRS.
FIELD AND MARINE GLASSES.
PURSES, POCKET BOOKS, AND PLAYING CARDS
WRITING CASES AND STATIONERY.
SOAPS, SPONGES, EAU DE COLOGNE.
AND ALL OTHER TOILET ARTICLES.
INFANTS' PREPARED FOODS AND ANGLO-SWISS MILK.
AT
TREACHER & Co., LIMITED,
BOMBAY, BYCULLA, AND POONA.

COPPER-PLATE PRINTING, ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order at moderate prices.

Also,

WOODCUTS of every description engraved at shortest notice and at moderate prices.

Specimens may be seen at the "BOMBAY GAZETTE" Office.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows:—Not exceeding 3 lines, Re. 1; each succeeding line 8 As. No trade advertisements are admitted under this scale.

THE OFFICE of MESSRS. SWIFT and FARROW, Public Accountants, &c., has been REMOVED to 27, APOLLO STREET, over Messrs. Pochajee Framjee & Co.

WANTED IMMEDIATELY, by a Bachelor, Comfortable Board and Lodging with a Family in the Fort. Apply stating terms to "R," care of this paper.

THE BRANCH OFFICE of the BOMBAY MECHANICS' BUILDING Co., LD., has been REMOVED to 27, APOLLO STREET, over Messrs. Pochajee Framjee & Co.

MRS. MEDLEY begs to inform her Lady customers that she has removed her Millinery Establishment, No. 27, Meadow Street, opposite the Oriental Bank.

SWISS CHEESE, in CUT, 14 Annas per lb. PEARSE, Confectioner, 22, Apollo Street, Fort.

FOR SALE, TWO NASMYTH PRESSES, three 9 inch Rams. Apply to GADDUM & Co.

MACARONI and 3 Dishes, &c., To-day Tiffin, Re. 1. To-night grand French Dinner—4 Dishes, Curry, Orange Gellee, Blanc Mange, Re. 1-8, TEMPLE BAR.

SALE of the STOCK in TRADE of R. SCOBIE and Co., Saddlers and Shoemakers, by order of the mortgagee, TO-DAY at 1 o'clock, at Meadow Street, Fort.

SACCONE'S GIBRALTAR SHERRY, bottled by his own Agents, just imported. WM. WATSON and Co., 28, Apollo Street, Bombay.

FOR SALE, at BENNETT'S AUCTION TO-DAY, a good strong Black Gulf ARAB HORSE, goes in Single and Double Harness.

FOR SALE, TO CLOSE ACCOUNTS, PAGE'S PORT WINE in one Dozen Cases at Rs. 14 per Dozen. Apply to BUTTONJEE BOMONJEE & Co.

WEDDING, CHRISTENING and BIRTHDAY CAKES, at PEARSE'S, 22, Apollo Street, Fort.

## SOUTH-WEST MONSOON, 1879.

### SPECIAL IMPORTATIONS.

ANTICIPATING the REQUIREMENTS of MOFUSSIL CONSTITUENTS who, through the difficulty of communication with Bombay during the Monsoon, are compelled to lay in SUPPLIES IN ADVANCE, the Company are landing by each Mail large supplies of—

BACON, BUTTER, CHEESE, AND HAM.
FISH, SOUPS, AND MEAT EXTRACTS.
FRESH MEATS, GAME, AND POULTRY.
PATES, POTTED MEATS AND YORKSHIRE PIES.
SAUSAGES, TONGUES, AND PIGS' CHEEKS.
PRESERVED VEGETABLES, ENGLISH AND FOREIGN.
CRYSTALLIZED, PRESERVED, DRIED AND TART FRUITS.
BON BONS, FANCY CHOCOLATES, AND FANCY BISCUITS,
JAMS, MARMALADES, FRUIT AND BOTTLED JELLIES.
PICKLES, SAUCES, AND INDIAN CONDIMENTS.
MUSTARDS, SALT, VINEGARS, OLIVES, AND SALAD OILS.
CHOICE INDIAN TEAS.
COFFEES, COCOAS, AND CHOCOLATES.
ARROWROOTS, MACCARONI, TAPIOCA, &c., &c.
CORN FLOURS, ISINGLASS AND GELATINE.
INFANTS', INVALIDS', AND DIETETIC FOODS.
CONDENSED ANGLO-SWISS MILK.
CRYSTALLIZED LOAF SUGARS.
PEELS, SPICES, ESSENCES, AND HERBS.
CANDLES, SOAPS, AND ALL HOUSEHOLD REQUISITES.

These are imported from the most renowned EUROPEAN HOUSES and are of the same high class, which enables the management to assert their superiority to those usually offered in the Bombay Market (frequently the refuse of Bazaar auctions) and to confidently GUARANTEE their quality and freshness.

DETAILED PRICED LISTS FREE UPON APPLICATION.

TREACHER & COMPANY, LIMITED,
WINE MERCHANTS, ITALIAN WAREHOUSEMEN AND GENERAL PURVEYORS,
BOMBAY. BYCULLA. AND POONA.

## ICE! ICE!! ICE!!!

TO REGIMENTAL MESSES, CLUBS, HOSPITALS, HOTELS, &c.

CARRE'S IMPROVED ICE-MACHINE,

WITH THE NEW CONGELATOR FOR PRODUCING BLOCK ICE, TO BE HAD ONLY FROM

S. ROSE & CO., BOMBAY.

ICE IN FOUR MINUTES.

CARRE'S PNEUMATIC ICE-MACHINE.
WITH DISTRIBUTOR AND CONGELATOR ATTACHED.

The only Machine suitable for Domestic use; Cheap, Cleanly, and Easy to work; always ready for use, and never gets out of order.

Full particulars of the NEW CONGELATOR can be had on application to S. Rose & Co.

Personal inspection of the new apparatus and its accessories is requested, and full practical instructions for using the Machine will be given to the agents or to the servants of purchasers.

The mode of producing Ice is by means of a Pneumatic Machine; the air in the Decanter or Vase is exhausted by the action of the air-pump, and the moisture arising from rapid evaporation, absorbed by the Sulphuric Acid contained in the Cylinder B, and intense cold in the Decanter or Vase, is the result of reducing the water to Ice.

For use in Up-country Stations, Messes, Hotels, Hospitals, and on board Ship, these Machines will be found invaluable; and their portability renders them most serviceable for Camp use.

Within fifteen minutes the Machine can be fitted together, charged with acid, and the water at 85 deg. Fahrenheit can be reduced to freezing point.

An Illustrated Pamphlet, containing full directions for use accompanies each Machine.

Apparatus for operating on one DECANTER or VASE with NEW CONGELATOR and ACCESSORIES, complete. Net, Cash Rs. 190.

Ditto. ditto. on TWO DECANTERS or VASES with NEW CONGELATOR and ACCESSORIES, complete. Net Cash, Rs. 275.

Messes, Clubs, Traders, &c. supplied at wholesale rates.

Sulphuric Acid, Oils, Wax, India-rubber Rings, Thermometers, Leather Washers, and all the necessary fittings kept in stock.

The above Machines can be seen in working order on the premises of S. ROSE & Co., Bombay.

ELEVATOR

For securely fixing the Bottle Cooler and Vases on to the tap of Ice Machines. Each Rs. 20.

The "Elevator" and "Bottle Cooler" are extras, and are not included in the price of the Machine.

SPECIAL NOTICE.
BOTTLE COOLER.

S. ROSE & Co.'s Apparatus for cooling Wines or Beer with the aid of the Pneumatic Ice Machine, and without contact of the Ice with the wines, is an entirely new adaptation. Each Rs. 16.

CARRE'S IMPROVED (NEW MODEL) AMMONIACAL ICE-MACHINES
FOR MAKING SOLID ICE.

THE NEWLY IMPROVED ICE-MAKING MACHINE.

The Patentees have introduced such improvements in the solidity of the Apparatus, that it may now be pronounced perfect in every respect. The Boiler is now made in solid Galvanised Iron, and for all practical purposes is indestructible.

The only expense incurred in such operation is about half an anna for fuel, wood Charcoal being preferable to anything.

The time occupied in producing four pounds of Ice is from four to four and a half hours.

Small Size to make about 2 lbs. of Ice at each operation ... Rs. 175 0

*N.B.*—Full Instructions are given with each Apparatus.

### ICE BOXES AND REFRIGERATORS.

Fitted with 3 shelves and water Cistern Galvanised iron bucket for waste, with tap ... Rs. 140 0

THE ARCTIC REFRIGERATOR.

Fitted with 4 shelves, and stone-ware lining ... Rs. 160 0

Railway Ice Box specially constructed for Railway Travelling ... Rs. 20 to Rs. 25 0

FULL PARTICULARS ON APPLICATION TO

S. ROSE & CO., 9, RAMPART ROW, BOMBAY.

## HOSIERY

FROM THE BEST ENGLISH AND FRENCH MANUFACTURERS.

COTTON STOCKINGS (Ladies') White, Coloured, Striped, and Black, in all prices and sizes.

THREAD " " White, Coloured, and Black, in all prices and sizes.

SILK " " White, Coloured, and Black, in all prices and sizes.

SOCKS and STOCKINGS (for Children) White and Coloured, in all prices and sizes.

WOOLLEN STOCKINGS (for Ladies and Children).

## MEIFFRE NEVEU & CO.,
6, HUMMUM STREET,
BOMBAY.

ESTABLISHED 1820.

(By Appointment)

## C. LAZARUS & CO.,

(INCORPORATED WITH SHEARWOOD AND CO.)

CABINET MAKERS, UPHOLSTERERS, BILLIARD TABLE MANUFACTURERS, & GENERAL FURNISHING CONTRACTORS.

58, 59, 60, & 61 BENTINCK STREET, & 2, DALHOUSIE SQUARE, CALCUTTA.
SOUNDY & CO., AGENTS, BOMBAY.

BILLIARD TABLES.

THE undoubted and established superiority of C. L. & Co.'s Billiard Tables is amply proved by the constant and increasing demand for them, showing that they are really the only tables now appreciated in India. This success is due to the steadfast efforts C. L. & Co. have always exerted to supply their constituents with really trustworthy and reliable articles at as moderate a price as is compatible with good workmanship and material. The generous and liberal support extended to C. L. & Co. for upwards of half a century, is sufficient proof that their endeavours to render satisfaction have been appreciated by a critical and discerning public.

While the superiority of C. L. & Co.'s Billiard Tables has been universally admitted in India, yet the difficulties and risks of transport have hitherto prevented their friends in Bombay from largely availing themselves of the undoubted advantages offered by C. L. & Co.

Now, however, C. L. & Co. beg to intimate to their patrons in the Western Presidency, that they have made arrangements which will enable them to offer their Billiard Tables at the same prices in Bombay as in Calcutta. A Branch Agency, under the management of MESSRS. SOUNDY & Co., has been established at No. 22, Rampart Row, where Billiard Tables of C. Lazarus & Co.'s manufacture are arranged for sale; and while thanking their constituents for the patronage hitherto extended to their Firm, C. L. & Co. venture to express a hope that, with the increased facilities now offered, their manufactures will be as well known in Bombay as they are already in other parts of India.

BILLIARD CUSHIONS.

C. Lazarus & Co. always keep on hand a large stock of their new and improved COMBINATION EXPRESS Billiard Cushions which can be fitted to any table, the exact length and breadth of the slate-bed being the only information required.

Old Billiard Cushions, if the woodwork is in good condition, can be renewed on the new COMBINATION EXPRESS principle, thereby making an old table as good as new.

IMPORTANT NOTICE.

C. Lazarus & Co. guarantee the SAFE ARRIVAL of their Billiard Tables at any Station in India. Should any breakage occur in transit, C. L. & Co. agree to make good the loss without further charge.

BILLIARD LAMPS.

The six-light telescopic lamp, on the duplex principle, to burn kerosine oil, as adapted by C. L. & Co., is the best Billiard lamp ever introduced.

C. L. & Co. have always on hand a large assortment of Billiard, Pool and Pyramid Balls, in Ivory or "Patent Celluloid," Billiard Cloth, of the finest quality only, Cues, Tips, Chalks, Cement and every requisite for the Billiard Room.

C. LAZARUS & CO.,
Bentinck Street, Calcutta.
SOUNDY & Co., Agents, Bombay.

## NEW ADVERTISEMENTS.

GRANT ROAD THEATRE.

THIS (SATURDAY) EVENING, MAY 31.
A BILL FULL OF FUN.
COME AND LAUGH TO-NIGHT.
The brilliant Actress and Vocalist,
MISS ANNIE FIRMIN,
supported by the popular Comedian,
MR. JOHN JACK,
Will appear in a bill brimful of FUN, and by particular request,
FOR THIS NIGHT ONLY,
Will appear in her protean characters; she will also sing in the
COSTUME OF THE NATIVE ISLANDERS,
THE HAWAIIAN LOVE SONG,
THE SONG OF HOPOE,
As sung before His Majesty King Kalakaua and the Royal Household at Honolulu, Sandwich Islands.

The performance will commence with the laughable comic Domestic Farce of the
FROLICSOME OYSTER.
SIMON, a Frolicsome Oyster ... MR. JOHN JACK.

To be followed by the
NATIVE HAWAIIAN LOVE SONG,
THE SONG OF HOPOE,
in Native Costume,
MISS ANNIE FIRMIN.

National Song ... "THE QUEEN LETTER" ... Hobbs.
MR. GEO. NORVILLE.
Ballad ... "The Milk-maid's Song" from Tennyson's ... "Queen Mary."
as originally and only sung by her,
MISS ANNIE FIRMIN,
Song ... "THE MESSAGE" ... Blumenthal,
MR. GEO. NORVILLE.

To include with Miss FIRMIN'S great protean play of
IN AND OUT OF PLACE.

LETTY, a Chambermaid, acting mad;
PADDY O'ROURKE, a Broth of a Boy with Song and Dance, "The Irishman's Shanty";
MADAME FRANCOIS, a French Actress with Comic Song, "Hildebrandt Montrose";
MDLLE. BLANCHE, a Ballet Dancer with "Pas Seul";
KATRINA HOFFNAGGLE, a Dutch Girl with a German Song, "Laudenbach and Tyrolean Warble" as originally and only sung by her — MISS ANNIE FIRMIN.
PUNCTILIOUS ETIQUETTE, an Old Bachelor ... MR. JOHN JACK.
CLOD, his Man ... MR. G. CROFTON.

POPULAR MILLION PRICES.

Reserved Seats may be secured at Messrs. SOUNDY & Co.'s, where a plan of the Theatre may be seen.

WEDNESDAY EVENING, JUNE 4TH.
BENEFIT OF
MR. GEO. CROFTON,
only time of the great play,
THE TICKET OF LEAVE MAN.

## SALES BY AUCTION.

SORABJEE COWASJEE AND COMPANY,
AUCTIONEERS.

AUCTION SALE of Household Furniture, flower pattern, rich glass and electroplated ware, French polished furniture, one office shigram, one phaeton with pony, complete, &c., &c., the property of Sinclair Peery, Esquire, changing his residence at Calbadevi road, on the 2nd floor of Bible Society's building.

Messrs. SORABJEE COWASJEE and Co., are instructed to sell by Public Auction, THIS DAY, SATURDAY, the 31st May, sale to commence at 1 p. m. at above mentioned place as follows:—

Consisting of rich electroplated ware, such as double branch candlesticks, pickleframe, liquor, cruet, breakfast frames, tea-coffee services, curry dishes, spoons and forks, &c., rich cut flowered glassware, dinner and dessert services, French polished marble top circular table, drawing room chairs, conversation couches, pier tables, chiffoneers, easy, arm, and rocking chairs, set of dining tables and chairs, side boards, bedstead, bedroom couches, dressing and washing tables, tea poys, screens, &c.

AT 3 P.M.

1 office shigram.
1 phaeton with pony complete.

SORABJEE COWASJEE & Co.

Bombay, 31st May, 1879.

MENESSE AND COMPANY.

AUCTION SALE OF DAMAGED COTTON.

THIS DAY, SATURDAY, the 31st instant, at 12 noon, Messrs MENESSE & Co. will sell by Public Auction at the Jamsetjee Bunder, Colaba, by order of Messrs J. C. Bushby & Co. and on account of the concerned:—

J. C. B. & Co.—C.—15 Bales Compta Cotton, damaged by sea water.

J. C. B. & Co.—S. D.—110 Bales Sawginned Dharwar Cotton, damaged by sea water.

MENESSE & Co.

Bombay, 31st May, 1879.

MEHRJEE, JOHNSTON AND COMPANY.

AUCTION SALE OF DAMAGED COTTON.

On TUESDAY, the 3rd June at 3 p. m., Messrs MEHRJEE, JOHNSTON and Co. will sell by Public Auction at Colaba screw by order of Messrs. Lang, Moir and Co. and on account of the concerned.

L M & Co.—S 98 H—70 bales of Cotton, damaged by recent rain.

MEHRJEE, JOHNSTON & Co.
Auctioneers.

Bombay, 31st May 1879.

## WANTED.

TO CAPITALISTS.

WANTED a PARTNER, with a Capital of £3,000, for quarter share of a business worth Rs. 50,000 per annum.

Unexceptional references and *bona fide* proof can be given of the returns.

Two-thirds of the Capital required down, and one-third six months after.

Applicants must be prepared to guarantee that, on the value of the above being proved, the Partnership will be duly carried out.

A Partner who could undertake the Home portion of the business would be preferred.

Address A., care of L. GORDON, Solicitor, Madras.

## WINES, SPIRITS, BEER, &c.

DEVONSHIRE CYDER.
BOTTLED BY WARD AND SON.

FOR SALE, at the Godowns of the Undersigned, a FRESH CONSIGNMENT of the above. Quarts at Rs. 5 per dozen.

BENN, ASHLEY & Co.

Elphinstone Circle.

NICOLSON'S EDINBURGH "PALACE" PALE ALE—The new Season's Brewings have arrived, and are FOR SALE at the Godowns of the Undersigned.

Hogsheads of 54 gallons ... Rs. 57 0 each.
Fine Medoc Claret ... " 10 0 do.

NICOLSON'S OLD SCOTCH WHISKY.
Royal Household Blend, per doz. Qts... Rs. 20 0

FINLAY, MUIR & Co.

FOR SALE, at the Godowns of the Undersigned:—

| | | Per doz. qts. |
|---|---|---|
| JULES REGNIER'S | Chambertin 1870 | @ Rs 31 |
| " | Corton 1870 | " " 27 |
| " | Nuits 1870 | " " 27 |
| " | Volnay 1870 | " " 22 |
| " | Beaune 1874 | " " 18 |
| " | Sparkling Burgundy | " " 40 |
| " | Chablis 1870 | " " 27 |
| " | Do. 1874 | " " 16 |
| " | Ay | " " 43 |
| " | Sillery | " " 46 |
| " | Do. extra dry | " " 46 |
| " | Do. Cuvée de réserve | " " 52 |
| G. MARXEN & Co.'s | Fine Champagne Cognac 1869 | " " 25 |
| " | " 1865 | " " 30 |

Pints of all these wines can be had at 2 Rs. extra per case of two doz. pints.

KUNKLER, SINGER & Co.,
2, Hornby Row, Bombay.

PRICE LIST of WINES, &c., FOR SALE at the Godowns of the Undersigned:—

* CLARETS:—FROM H. AND C. BALARESQUE, BORDEAUX.
Chateau de Franda ... Rs. 14 per doz. Qts.
Do. do. ... " 16 per case of 2 doz. pints.
Do. Lafitte ... " 25 per doz. Qts.
Les Canons ... " 18 per doz. Qts.
Do. do. ... " 20 per case of 2 doz. pints.
Chateau Leoville ... " 20 per doz. Qts.

* HOCKS:—FROM G. M. PABSTMANN SOHN, MAYENCE.
Geisenheimer ... " 20 per doz. Qts.
Liebfraumilch ... " 24 "
Do. ... " 27 per case of 2 doz. pints.
Steinwein ... " 24 per doz. Qts.
Hochheimer ... " 30 "
Ruedesheimer ... " 30 "
Do. ... " 33 per case of 2 doz. pints.
Marcobrunner ... " 35 per doz. Qts.
Do. ... " 38 per case of 2 doz. pints.
Queen Victoria Berg ... " 38 per doz. Qts.

BEER:—
Norway Pale Ale ... Rs. 18 per case of 3 doz. Qts.
IND COOPE & Co.'s PALE ALE ... Rs. 20 per Cask of 4 doz. qts.

Just landed, ex Coconada, a small consignment of Cairo Expedition PALE ALE, at Rs. 5 per dozen stone bottles.

Just landed, ex Steamer Manilla, a fresh consignment of KREUZNACHER EXPORT BEER, at Rs. 6-8 annas per dozen quarts, net Cash.

* CHAMPAGNE:—
Eugene Clicquot's Carte Blanche ... Rs. 42 per case of 2 doz. pints.
Ditto ditto ... Rs. 40 per doz. quarts.
F. Giesler & Co.'s *Champagne*. Rs. 55 per case of 2 per doz. Qts.

* BRANDY:—
Fromy and Rogée's *** Cognac ... Rs. 30 per doz. Qts.
Boulestin & Co.'s * ... " 20 "

CALIFORNIAN FRUITS.

Pears, Peaches, Plums, Cherries, Apples, Apricots, Grapes Rs. 12 per dozen tins.

CALIFORNIAN JELLIES.

Currants, Blackberry, Quince, Strawberry, Plums, Raspberry Rs. 12½ per doz. tins.

SPECIAL TERMS TO REGIMENTAL MESSES, CLUBS, &c.

Outstation Orders must be accompanied by cash or reference or payment in Bombay.

Those marked with an asterisk * carry a discount of 10 per cent. if cash accompanies the order.

VOLKART BROTHERS.

Rampart Row, Fort.

## NOTICES.

SCINDE, PUNJAUB AND DELHI RAILWAY.

TIME TABLE ON AND AFTER 1ST JUNE 1879.

ADDITIONAL THROUGH SERVICE BETWEEN KURRACHEE, KOTREE, SUKKUR, MOOLTAN, LAHORE, UMRITSUR, UMBALLA, MEERUT, AND DELHI,

Enabling Passengers to travel by Day or Night Trains.

BY the Up and Down Mail Trains, 1st, 2nd and 3rd Class Passengers can travel through without change of Carriage between Lahore and Rohri, and between Sukkur and Kurrachee. Passengers by the Mixed Passenger Trains change Carriages at Mooltan and Kotree.

| Miles from Kurrachee | Names of Stations. | | Mixed | Local. | Mail. | Mixed |
|---|---|---|---|---|---|---|
| | UP. | | | | | |
| .. | Kurrachee City | dep. | 16-0 | ... | 7-40 | |
| 2 | Kurrachee Cant | do. | 16-21 | ... | 8-0 | |
| 58 | Joongshaie | arr. | 19-4 | ... | 10-3 | |
| | | dep. | 19-19 | ... | 10-18 | |
| 105 | Kotree | arr. | 22-2 | ... | 12-30 | |
| | | dep. | 23-0 | ... | 13-30 | |
| 180 | Indus Valley (State) Ry. Laki | do. | 5-10 | ... | 18 7 | |
| 191 | Sehwan | do. | 6-17 | ... | 19-7 | |
| 251 | Radhan | do. | 11 10 | ... | 23-46 | |
| 281 | Larkana | do. | 13-59 | ... | 2-4 | |
| 329 | Sukkur | arr. | 18 0 | ... | 5-33 | |
| 333 | Rohri | dep. | 20 15 | ... | 8-40 | |
| 404 | Reti | do. | 2-12 | ... | 13-21 | |
| 466 | Khanpur | do. | 7-15 | ... | 17-17 | |
| 519 | Ahmadpur | do. | 11-11 | ... | 20-46 | |
| 542 | Samasata | do. | 13-19 | ... | 22-29 | |
| 550 | Bhawulpore | do. | 14-4 | Local. | 22-4 | Local. |
| 628 | Bunder | do. | ... | 8-35 | ... | 17-15 |
| 624 | Sher Shah | do. | ... | 9-4 | ... | 17-44 |
| 621 | Mozufferabad | do. | 19-2 | 9-18 | 3-47 | 17-58 |
| 614 | Mooltan Cant | arr. | 19-30 | 9-39 | 4-15 | 18-19 |
| | | dep. | 20-10 | 9-54 | 6-5 | 18-34 |
| 615 | Mooltan City | arr. | 20-15 | 9-59 | 6-9 | 18-39 |
| | | dep. | 20-25 | ... | 6 16 | |
| 719 | Montgomery | arr. | 1-17 | ... | 10-51 | |
| | | dep. | 1-47 | ... | 11-21 | |
| 818 | Meean Meer West | do. | 6 56 | ... | 16-3 | |
| 822 | Lahore | arr. | 7-8 | ... | 16-15 | |
| 822 | P. N. S. Ry. Lahore | dep. | 9-20 | ... | 21-5 | |
| 925 | Jhelum | arr. | 16-20 | ... | 5-50 | |
| 925 | Jhelum | dep. | 22-20 | ... | 10 40 | |
| 822 | Lahore | arr. | 7-0 | ... | 17-30 | |
| | DOWN. | | | Local. | | Mixed |
| 822 | Lahore | dep. | 8-0 | 13-0 | 18-40 | 23-5 |
| 825 | Meean Meer East | do. | 8-20 | 13-15 | 19-0 | 23-23 |
| 854 | Umritsur | arr. | 9-43 | 14-35 | 20-2 | 0-54 |
| | | dep. | 10-3 | ... | 20-24 | 1-14 |
| 903 | Jullunder City | do. | 13-22 | ... | 22-58 | 4-41 |
| 906 | Do. Cant | arr. | 13-29 | ... | 23-4 | 4-52 |
| | | dep. | 14-39 | ... | 23-11 | 5-4 |
| 930 | Phillour | arr. | 14-46 | ... | 0-12 | 6-32 |
| | | dep. | 15-16 | ... | 0-42 | 7-4 |
| 938 | Loodiana | do. | 15-57 | Local. | 1-23 | 7-49 |
| 1004 | Umballa City | arr. | 19-27 | .. | 4-2 | 11-28 |
| | | dep | 19-38 | 16-48 | 4-12 | 11-38 |
| 1009 | Do. Cant | arr. | 19-50 | 16-58 | 4-21 | 11-51 |
| | | dep. | ... | 17-14 | 4-51 | 12-21 |
| 1059 | Saharunpore | arr. | ... | 20-5 | 6-52 | 15-9 |
| | | dep. | .. | ... | 7-22 | 15-39 |
| 1095 | Mozuffernuggur | do. | Local | Local. | 8-52 | 17-39 |
| 1127 | Meerut Cant | arr. | ... | ... | 10 1 | 19-17 |
| | | dep. | 6-10 | 16-55 | 10-16 | 19-32 |
| 1130 | Do. City | do. | 6-28 | 17-12 | 10-32 | 19-49 |
| 1157 | Ghazeeabad | arr. | 7-58 | 18-40 | 11-35 | 21-15 |
| | | dep. | 8-15 | 18-55 | 12-5 | 22-61 |
| | E. I. Ry. Do. Calcutta Train | do. | ... | ... | 12-40 | 22-25 |
| | Do. Bombay Train | do. | ... | ... | ... | 22-25 |
| 1170 | Delhi | arr. | 8-55 | 19-35 | 12-45 | 22-46 |

| Miles from Delhi. | Names of Stations. | | Mixed | Mail. | Mixed | Local. |
|---|---|---|---|---|---|---|
| | UP. | | | | Local. | |
| | Delhi | dep | 3-20 | 13-3 | 7-35 | 16-55 |
| 13 | Ghazeeabad | arr. | 3-59 | 14-10 | 8-14 | 17-35 |
| | E. I. Ry. Do. Calcutta Train | do | 3-25 | 13-30 | | |
| | Do. Bombay do. | do. | 3-25 | ... | | |
| 13 | Ghazeeabad | dep. | 5-0 | 14-40 | 8 29 | 17-50 |
| 40 | Meerut City | do. | 6-37 | 15-53 | 10-8 | 19-24 |
| 43 | Do. Cant | arr. | 6-44 | 15-59 | 10-15 | 19-31 |
| | | dep. | 6-59 | 16-14 | | |
| 75 | Mozuffernuggur | do. | 8-46 | 17-3 | ... | |
| 111 | Saharunpore | arr. | 10-38 | 18-53 | ... | Local. |
| | | dep. | 11-8 | 19-23 | ... | 6-0 |
| 161 | Umballa Cant | arr. | 14-1 | 21-24 | Mixed | 9-2 |
| | | dep. | 14-31 | 21-54 | 5-45 | 9-17 |
| 166 | Do. City | arr. | 14-44 | 22-3 | 6-0 | 9-30 |
| | | dep | 14-54 | 22-10 | 6-14 | |
| 232 | Loodiana | do. | 18-55 | 1-12 | 9-59 | |
| 240 | Phillour | arr. | 19-30 | 1-41 | 10-30 | |
| | | dep. | 20-0 | 2-11 | 10.55 | |
| 264 | Jullunder Cant | arr. | 21-23 | 3-12 | 12-2 | |
| | | dep. | 21-34 | 3-19 | 12-12 | |
| 267 | Do. City | do. | 21-54 | 3-32 | 12-27 | |
| 316 | Umritsur | arr. | 1-13 | 6-1 | 15-22 | Local. |
| | | dep. | 1-33 | 6-21 | 15-42 | 18-40 |
| 345 | Meean Meer East | do. | 3-20 | 7-30 | 17-5 | 20-6 |
| 348 | Lahore | arr. | 3-30 | 7-40 | 17-15 | 20-15 |
| 348 | P. N. S. Ry. Lahore | dep. | ... | 9-20 | 21-5 | |
| 451 | Jhelum | arr. | ... | 16-20 | 5-50 | |
| 451 | Jhelum | dep. | ... | 22-20 | 10-40 | |
| 348 | Lahore | arr. | ... | 7-0 | 17-30 | |
| | DOWN. | | | | | |
| 348 | Lahore | dep. | ... | 8-25 | 18-5 | |
| 352 | Meean Meer West | do. | ... | 8-46 | 18-27 | |
| 451 | Montgomery | arr. | ... | 13-18 | 23 36 | |
| | | dep. | Local | 13-48 | 0-6 | Local. |
| 555 | Mooltan City | do. | 5-55 | 18-27 | 5-7 | 15-20 |
| 556 | Mooltan Cant | arr. | 6-0 | 18-30 | 5-10 | 15-25 |
| | | dep. | 6-30 | 22-0 | 6-0 | 15-40 |
| 563 | Mozufferabad | do. | 6-56 | 22-38 | 6-38 | 16-6 |
| 566 | Sher Shah | do. | 7-10 | ... | ... | 16-20 |
| 570 | Bunder | arr. | 7-34 | — | — | 16-44 |
| 620 | Indus Valley (State) Ry. Bhawulpore | dep. | ... | 3-14 | 11-46 | |
| 628 | Samasata | do. | ... | 3-59 | 12-51 | |
| 650 | Amadpur | do. | ... | 5-44 | 14-51 | |
| 704 | Khanpur | do. | ... | 9-11 | 19-30 | |
| 766 | Reti | do. | ... | 12-56 | 0-24 | |
| 836 | Rohri | arr. | ... | 17-0 | 6-9 | |
| 840 | Sukkur | dep. | ... | 19-30 | 8-0 | |
| 888 | Larkana | do. | ... | 23-9 | 12-0 | |
| 918 | Radhan | do. | ... | 1-30 | 14-29 | |
| 978 | Sehwan | do. | ... | 6-7 | 19-21 | |
| 989 | Laki | do. | ... | 7-22 | 20-46 | |
| 1064 | Kotree | arr. | ... | 11-35 | 2-30 | |
| | | dep. | ... | 12-31 | 6-50 | |
| 1117 | Joongshaie | arr. | .. | 15-11 | 10-5 | |
| | | dep. | ... | 15-26 | 10-20 | |
| 1167 | Kurrachee Cant | do. | ... | 17-55 | 13-9 | |
| 1170 | Kurrachee City | arr. | ... | 18-5 | 13-20 | |

LOCAL TRAINS.

From Mooltan Cant. dep 5-35 and 15-0, Mooltan City arr. 5-40 and 15-5.

From Mooltan City dep. 10-15 and 18-55, Mooltan Cant. arr. 10-20 and 19-0.

Madras time, which is 23¼ minutes in advance of Lahore time, and 52 minutes in advance of Kurrachee time, is kept at all Stations.

In this Table the time is reckoned from midnight to midnight thus:—

24 is equivalent to 12 midnight | 12 0 is equivalent to 12-0 Noon.
[illegible] do. 12-30 A.M. | 13-0 do. 1-0 P.M.
0-30 [illegible] 1-0 do. | 18 0 do. 6-0 "
1-0 do. and so on

DAV. ROSS,
Traffic Manager.

Traffic Manager's Office, Central Station, Lahore, May 15, 1879.

SCOTT & CO., M.R.C.V.S.,
VETERINARY SURGEONS.

HORSE EXAMINATION CERTIFICATES Rs. 10; Examination and Verbal Opinion, Rs. 5; Livery for Horses on Commission sale, Rs. 35 per month including syce; Horses in infirmary Re. 1 per day; Commission Rs. [illegible] from purchaser and seller on horse sold.

Every care and attention devoted to Shoeing and Breaking to Harness, both being under our immediate supervision. Horses sent from up-country will meet with a ready market.

Girgaum Veterinary Stables, Bombay.

LADIES' HOSIERY AND BOOT DEPARTMENT.

CHILDREN'S
Cotton Socks.
Lambswool Socks.
Lisle Socks.
Merino Socks.

LADIES'
Cotton Stockings.
Lisle Stockings.
Balbriggan Stockings.
Lambswool Stockings.
Cashmere Stockings.
Merino Stockings.
Silk Stockings.

CHILDREN'S
Patent Leather Shoes.
Morocco Shoes.
Patent Leather Boots.
Morocco Button Boots.

LADIES
BEST FRENCH AND ENGLISH
White Satin Shoes.
White Satin Boots.
Black Kid Shoes.
Black Kid Boots.
Patent Leather Shoes.
Black Cloth Boots.
Black Morocco Boots.

WATSON AND COMPANY,
CHURCH GATE STREET, BOMBAY.

# COMMERCIAL INTELLIGENCE.

FRIDAY EVENING, 30TH MAY 1879.

CONSOLS in London yesterday were quoted at 99⅞, an advance of ⅛; Enfaced Rupee Paper, Fours advanced from 73½ to 75, Fours-and-a-half from 78½ to 80¼; but French Rentes receded from 115⅞ to 115¼.

The Bank of England return for the week indicated a decided increase in strength, the proportion of the Reserve to Liabilities having increased from 51⅛ to 53 1-16 per cent; the Reserve being augmented by £300,000 and Bullion by £100,000, while Discounts were less by £800,000. In the open Market the easier tendency of Money is also apparent, the rate of discount on 3 months' Bank Bills being quoted at ⅝ and on 6 months' at ½ per cent. below the Bank rate.

In the General Produce Markets there is no change in quotations; Linseed is reported firm and Rapeseed quiet.

Piece Goods in Manchester, according to Reuter, were quiet yesterday, and Cotton in Liverpool closed dull, sales 6,000 bales, of which 1,000 were Surats. Spot quotations show a decline of 1-16d. in Mid. Orleans, but an advance of ⅛d. in G. F. Ginned Broach, G. F. Ginned Dharwar, and G. F. Hingunghaut, and 3-16d. in G. F. Compta. For arrivals, private messages report free sellers of Surats at unchanged prices, but rather a better feeling in Americans, and this morning's Market is said to have opened steadier for arrivals, Americans 1-16d. higher, probable sales 8,000 bales.

From New York ready Mid. Uplands is still quoted at 13 cents, but August shipment has advanced from 13·15 to 13·27 cents per lb. The receipts at the U. S. ports to date give the following comparisons :—

| | This week | Last week | 1878. | 1877. |
|---|---|---|---|---|
| Thursday's Receipts | 2,000 | 2,000 | 2,600 | 1,400 |
| Six days' do. | 14,000 | 21,000 | 15,700 | 7,700 |
| Totalsince 1st Sept. | 4,375,500 | ... | 4,156,900 | 3,877,500 |

Bar Silver in London is now quoted by Reuter at 51⅛d. per oz., the same rate as given by private messages on the previous day. Shipments are advised of £20,000 for Bombay and £30,000 for Calcutta, and we also notice £10,000 in Gold having been shipped for this port.

EXCHANGE.—The report current yesterday of Council drafts for next week having been increased from 25 to 30 lacs is confirmed, but notwithstanding this, the Market this morning opened firm with an advance of 1-32d. in Bank and 1-16d. in private bills. The feeling has remained very steady throughout the day at the advance, and it is evident that so long as the German Government remain out of the Market as sellers of Silver such as small increase in Council drafts will have little effect. China, it appears, will require a considerable amount of Silver and if the German supplies are not on the Market the amount obtainable from other sources is small, and the metal will have to be obtained from India to the enhancement of the rupee rate. We quote at the close :—

| | | |
|---|---|---|
| Bank Bills, on demand | ........1s. 7⅞ to 13-16d. | per Re. |
| Do. | 6 months' sight...1s. 8 to 1s. 8 1-16d. | ,, |
| Credits, | 3 ,, ,, ..1s. 8 1.16d. | ,, |
| Documents, | 3 ,, ,, ...1s. 8⅛d. | ,, |
| France | 3 ,, ,, ...2·11 | ,, |

On Calcutta we quote demand drafts at ⅛ per cent. premium: 60 days' sight at 1 per cent. discount.

GOVERNMENT PAPER is steady at fully previous rates, viz:—Fours, Rs. 92; Old Fours-and-a-half, Rs. 96¼; New, Rs. 96.

The SHARE MARKET is steady, and, as a general rule, values tend in sellers' favour. Bank of Bombays are ½ per cent. easier at Rs. 671¼, but National Bank shares have recovered from Rs. 105 to Rs. 107. In Land Companies the only movement is an advance of Rs. 2½ in Port Cannings; in Press Companies we notice an improvement of Rs. 15 in Berars and Rs. 2 in Broach Cotton Co., but Indian Press are Rs. 5 lower. Spinning and Weaving Co.'s shares are generally quoted Rs. 5 to Rs. 10 higher, but the movement is entirely the result of speculative transactions amongst the brokers, few if any real investors being amongst the buyers.

COTTON to-day has been steady at about previous prices. For Good Fair Oomrawuttee there are still buyers at comparatively high prices—presumably to cover previous sales—but the demand is quite stagnant so far as other descriptions are concerned and scarcely a transaction is reported. The arrivals here yesterday were 6,522 bales which, considering the weather, is fairly liberal. We quote :—

| | | |
|---|---|---|
| Good Ginned Broach | ......Rs. 256 | per candy. |
| Good Omra | ........ ,, 245 | ,, |
| F. G. F. do | ........ ,, 240 | ,, |
| G. F. do | ........ ,, 237 | ,, |
| Good Dhollera | ........ ,, 240 | ,, |
| F. G. F. do | ........ ,, 235 | ,, |
| G. F. do | ........ ,, 232 | ,, |

FREIGHTS are extremely dull, only a few insignificant engagements having been made. For Liverpool by steam the quotation is now 22s. 6d. at which a number of relets are in the Market, and by sail 16s. 3d. remains the current rate. For other ports there is no change.

PIECE GOODS continue quiet with no special change. Buyers are operating sparingly and are offering slightly lower prices, but sellers show no weakness and rates are well supported, considering the quietness at home and the advance which has taken place in exchange.

COALS are quiet and there is only a limited demand for late shipment, but steamer cargoes are still saleable at comparatively full rates.

## BOMBAY BILL AND STOCK LIST.

### BANKS.

| Bank. | No. of Shares. | Noml. Value p. sh. | Paid up. | Last Dividend. | Cash Rates per Share. |
|---|---|---|---|---|---|
| | | Rs. | Rs. | p. a. | |
| Agra Bank | 100,000 | 100 | all | 6 p. ct | 130 |
| Bank of Bengal | 40,000 | 500 | all | 4 do | 720 |
| Bank of Bombay | 20,000 | 500 | all | 5 do | 671¼ |
| Bank of Madras | 60,000 | 500 | all | 3 do | 650 |
| National Bank of India | 37,320 | £25 | £12-10 | 6 do | 107 |

### PRESS COMPANIES.

| Company | No. of Shares | Noml. Value | Paid up | Last Divid. | Cash Rates |
|---|---|---|---|---|---|
| Akbar Cotton Press Co. | 150 | 5,000 | 28,500 | 150 p.s. | 800 |
| Albert Co., Kurrachee | 200 | 3,000 | 1,100 | 125 do | 910 |
| Albert Ginning Co. | 100 | 500 | all | 18 p.ct | 500 |
| Apollo Press Co. | 750 | 2,750 | 2,200 | 82 p.s. | 540 |
| Bellary | 175 | 1,000 | all | 25 | 470 |
| Berar Company (New) | 155 | 500 | all | 60 p.s. | 470 |
| Indian Press Co. | 1,000 | 350 | all | 14 do | 65 |
| Broach Cotton Co | 400 | 250 | all | 10 do | 50 |
| Carwar Co | 1,000 | 1,500 | all | 75 do | 50 |
| Colaba Press Co | 500 | 1,880 | all | 80 do | 450 |
| Dhollera P. and G. Co. | 800 | 300 | all | 15 do | 150 |
| East India Press Co. | 352 | 1,000 | all | 100 do | 895 |
| Fort Press Co | 50 | 8,500 | 1,250 | 50 do | 950 |
| French Press Co. | 300 | 500 | all | 75 p.s. | 475 |
| Mofussil Press and Ginning Co. | 1,125 | 400 | all | 30 do | 215 |
| Prince of W. Press | 120 | .. | 1,500 | 250 do | 165 |
| Sassoon's Press Co. | 600 | 500 | all | 25 do | 250 |
| Scinde Press Co. | 400 | 850 | 750 | 60 do | 440 |
| Sind & Punjaub Cotton Press Co., Ld. | 100 | 1,000 | 925 | 125 do | 1,150 |
| Vitoeria Cotton Gin and Press Co | 150 | 850 | all | 12 p.ct | 500 |
| Volkart's United Press Co. | 450 | 1,000 | 1,000 | 25 p.s. | 500 |

* Per Share for the half-year.

### LAND COMPANIES.

| Company | No. of Shares | Noml. Value | Paid up | Last Divid. | Cash Rates |
|---|---|---|---|---|---|
| Colaba Land Co. (New.) | 4,000 | 3,000 | all | 15 ps* | 795 |
| Frere Land and Pier Co. Limited | 7,500 | 150 | all | 4 p.s | 109 |
| Mazagon Land | 1,750 | 2,000 | 1,000 | 20 p.s | 300 |
| Port Canning Land Company, Limited | 6,000 | 1,400 | all | 15 p.s | 217½ |

### SPINNING AND WEAVING COMPANIES.

| Company | No. of Shares | Noml. Value | Paid up | Last Divid. | Cash Rates |
|---|---|---|---|---|---|
| Albert Mills | 400 | 2,000 | 1,700 | — | nominal |
| Alexandra S. and W. Co. | 2,250 | 415 | all | 25 p.s. | nominal |
| Alfred Mills Co. | 250 | 1,000 | 1,000 | 50 p.s. | 800 |
| Alliance Spinning | 500 | 2,500 | all | 30 p.s. | 1,250 |
| Anglo-Indian S. and W. Company | 80,000 | 100 | 100 | 2 p.ct | 60 |
| Bhownuggur M. and P. Company | 300 | 2,000 | | 40 p.s. | 600 |
| Bombay United | 900 | 1,000 | all | 35 p.s* | 740 |
| Bombay Hemp and Jute Mill Company | 2,000 | 300 | all | 15 p.s* | 15 |
| Broach Mills | 1,800 | 150 | all | 10 p.s* | nominal |
| Colaba S. and W. Co. | 900 | 1,000 | all | 25 p.s* | nominal |
| Coorla S. and W. Co. | 1,000 | 1,000 | all | 80 p.s* | 625 |
| Central India S. and W. Company | 2,500 | 500 | all | 30 p.s. | 570 |
| Dhurumsey Spinning | 3,000 | 2,000 | all | 35 p.s* | 300 |
| Empress S. and W. Co. | 700 | 500 | all | — | 350 |
| Fleming S. and W. Co. | 3,750 | 500 | all | 40 p.s* | nominal |
| Great Eastern | 1,400 | 1,000 | all | 20 p.s* | 850 |
| Hindustan S. & W. Co. | 875 | 1,000 | all | 30 p.s. | 800 |
| Hydrabad S. and W. Co | 700 | 1,000 | 1,000 | .. | 450 |
| Jewraj Balloo Mills | 750 | 1,000 | all | 35 p.s* | 650 |
| Khandeish Spinning | 750 | 1,000 | all | 50 p.s* | 880 |
| K. Muconjee S. & W. Co. | 1,000 | 1,000 | all | 60 p.s* | 560 |
| Madras Spinning | 800 | 1,250 | all | Nil | 100 |
| Madras U. Spinning | 425 | 1,000 | all | 50 p.s* | 1,175 |
| Manchester & Bombay S. and W. Co. | 80,000 | 50 | 50 | .. | 5 |
| Mandvie S. and W. Co. | 1,200 | 500 | all | 25 p.s* | nominal |
| Manockjee Petit's | 2,500 | 1,000 | all | 40 p.s* | 1,075 |
| Morarjee Spinning | 1,043 | 1,000 | all | 30 p.s* | 940 |
| Mazagon S. and W. Co. | 2,000 | 5,000 | .. | .. | 160 |
| National S. and W. Co. of India | 950 | 1,000 | all | 30 p. | 715 |
| Neriad S. and W. Co. | 400 | 1,000 | all | — | nominal |
| Nicol Press Manufacturing Co., Ld. | 600 | 2,000 | all | .. | do. |
| Nursey S. and W. Co. | 2,500 | 400 | all | 10 p.s* | do. |
| Oriental | 1,000 | 625 | all | 25 p.s* | 600 |
| Prince of Wales Spinning | 600 | 1,250 | all | 75 | 135 |
| Sassoon S. & W. Co. | 1,500 | 1,000 | all | 25 p.s. | 500 |
| Soonderdas Spinning | 650 | 1,000 | all | 75 p.s. | 575 |
| Do do. ½ Share | 500 | 1,000 | 250 | 125 p.s. | 120 |
| Sholapore S. and W. Co. | 509 | 1,000 | all | 20 p.s. | 750 |
| Victoria Mills | 550 | 1,000 | all | 25 p.s. | 490 |

†Per Share for the half-year.

### MISCELLANEOUS.

| Company | No. of Shares | Noml. Value | Paid up | Last Divid. | Cash Rates |
|---|---|---|---|---|---|
| Bombay Burmah Trading Corporation | 1,000 | 2,500 | 1,500 | 225 p.s | 1,820 |
| Bombay Fire Insurance Co. | 150 | 10,000 | 2,000 | 250 p.s. | 2,800 |
| Bombay Gas Company | 50,000 | 50 | all | 7½ p.ct | 58 |
| Bombay Ice Manufacturing Co. Limited | 1250 | 100 | 100 | 10 p.s. | 120 |
| Bombay Saw Mills Co. | 600 | 1,000 | all | ... | 350 |
| Landing and Shipping Co of Kurrachee, Ld. | | 500 | 300 | 36 p.s. | 265 |
| Malabar Company, Ld. | 1,000 | 200 | 100 | 7½ p. ct | 48 |
| Mechanical Buildings Co. | 1,000 | 500 | all | p. s. | |
| Prince of Wales Insurance Company | 250 | 8,000 | 1,000 | 75 p.s. | 810 |
| Thacker and Co., Ld. | 1,000 | 100 | 100 | ... | 100 |
| Treacher and Co. | 1,990 | 500 | 6 all | 62½ p.s. | 665 xd |
| Viegas Patent Slip Co. | 1,000 | 250 | all | p. ct | 15 |

## GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic for the week ending 24th May 1879.

Open 1,268½ miles.

| | Rs. | a. | p. |
|---|---|---|---|
| Coaching | 97,187 | 0 | 0 |
| Merchandise | 5,25,076 | 0 | 0 |
| Telegraph | 1,056 | 0 | 0 |
| Total Rs. | 6,23,319 | 0 | 0 |
| Corresponding week last year, open 1,268½ miles ......Total Rs. | 5,65,331 | 6 | 1 |
| Increase | 57,987 | 9 | 11 |

# SHIPPING INTELLIGENCE AND LISTS OF PASSENGERS BY SEA.

THE s. s. RAFFAELE, 94 tons, Nacoda, arrived in harbour on the 29th inst. from Diu, with a cargo of cotton.

THE I. G. s. s. AMBERWITCH, 597 tons, Captain E. Bishop, arrived in harbour on the 29th inst. from Kurrachee, 26th May, with 112 packages of Commissary store.

THE BRITISH s. s. CALDER, 400 tons, Captain J. F. Ormandy, sailed yesterday for the Persian Gulf via Kurrachee with a general cargo and fifty-five deck passengers.

THE B. I. S. N. Co's s. s. AKOLA, 315 tons, Captain J. W. Stuart, arrived in harbour on the 29th inst. from Kathiawar Coast and Kurrachee, with a general cargo, five first class and 105 deck passengers.

THE B. I. S. N. Co's s. s. ORIENTAL, 938 tons, Captain R. D. Dougherty, arrived in harbour yesterday from the Persian Gulf via Kurrachee, with a general cargo, and the following passengers :—Dr. Peacoke, Lieut Mein, and 180 deck passengers.

THE B. I. S. N. Co's s. s. BURMAH, 675 tons, Captain W. Allen, will sail to-day for Aden, Zanzibar, &c., with a general cargo and the following passengers :—For London—Mrs. and Miss Johnston, Mr. C. H. E. Jenkinson and Mr. Colquiton. For Zanzibar.—Syed bin Abdool bin Sallum and Lt. Willamill. For Mozambique.—Two gentlemen. For different ports.—Fifty-three deck passengers.

### ARRIVALS.

| May. | Vessels. | Commanders. | From. |
|---|---|---|---|
| 29 | Akola (s) | Stuart | Kurrachee, May 26. |
| | Raffaele (s) | Nacoda | Diu, May 28. |
| | I G Amberwitch (s) | Bishop | Kurrachee, May 26. |
| 30 | Oriental (s) | Dougherty | Bussorah, May 8. |
| | Ellen Bates | Hodgson | London, Feb 18. |

### DEPARTURES.

| May. | Vessels. | Commanders. | Destination. |
|---|---|---|---|
| 30 | Norna | Walt | Basein. |
| | Henrietta | Kelly | Liverpool. |
| | Nizam (s) | Barlow | Southampton. |
| | Calder (s) | Ormandy | P. Gulf via Kurrachee. |

The following vessels obtained their port clearances yesterday :—Steamer Burmah, Allen, for Aden, Zanzibar, &c.

The following vessels were entered for loading yesterday :—Steamer Akola, for Kurrachee and Kattyawar Coast. Steamer Sumatra, for Aden, Suez, &c. Steamer Pearl, from Bhownuggur.

### DAILY IMPORTS.—MAY 30.

FROM LIVERPOOL.

Anglia s—6 casks paint and 25 drums soft soap, Essofally Sumsoodin; 44 barrels stout, Brandenburg and Co.
Trinacria s—7 packages earthenware, Joom Meetha.

FROM LONDON.

Sumatra s—3 cases printed books, Cooper and Co; 5 cases printed books, Thacker and Co; 2 cases printed books, Hormusjee Sorabjee.
Galatea s—50 casks roll sulphur, C Macdonald and Co.
St George s—37 cases claret, Cutler, Palmer and Co.
Wm Burkitt s—40 cases gin, 30 cases oldtom, and 18 cases whisky, Jamsetjee Nowrojee.

FROM MARSEILLES.

Sumatra s—1 case saffron, Benn, Ashley and Co.

FROM NEW YORK.

Frolic—100 cases extract of Sarsaparilla, Dossabhoy Merwanjee and Co.

FROM BORDEAUX.

Australia s—80 cases brandy, Cowasjee Mehta and Co.

### DAILY EXPORTS.—MAY 30.

FOR LIVERPOOL.

Narcissus—320 bundles myrabollams, Noor Mahomed Lutiff; 2,000 bags linseed, Ritchie, Stewart and Co.
Whittier—119 bags myrabollams, Thomas H Moore and Co.
Abercarne—171 bales cotton, Greaves, Cotton and Co; 55 bales wool, Dinsh w Pestonjee; 11 bales hides, Goolam Hoosein Parpin; 50 bal s hemp, Vussonjee Verjee.
Egbert s—71 cases dry ginger, Nugindass Fukeerbhoy; 200 bundles rapeseed, W and A Graham and Co; 50 bales cotton waste and 2 bales hemp, M M Mody and Co; 16 bales wool, Cursondass Nensee; 50 bales wool, Lalljee Morarjee; 100 bales cotton, Ralli Brothers; 6,500 bundles coir yarn, Bhanjee Purshotum; 14 bales twist, and 65 bales rags, Heptoola Shaik Adam and Co.
Wistow Hall s—22 bales wool, Heeranund Khildass; 70 bales cotton, Greaves, Cotton and Co; 100 bales cotton, Gaddum and Co; 41 bales wool, Nicholdass Thackerdass.
Venetia s—694 bales wool, P and O S N Co.

FOR LONDON.

Nizam s—7½ cwts E teeth, Sheriff Durvesh; 13½ cwts E teeth, Mahomedjee Hajee Adomjee; 35 bags nutmegs, Chubildass Fukeerbhoy; 4 bales hides, Hassum Woomer; 1 box silver coins (value Rs. 7,500), The National Bank.

FOR HAVRE.

Toftcombs s—1,200 bales cotton, George Lockhart and Co.
Tuscany s—1,300 bags rapeseed, F Sanquet and Co; 100 bales cotton, Treecomjee Mooljee and Co; 615 pockets rapeseed, Vinay and Co.
Thessaly s—800 bales cotton, George Lockhart and Co; 3,200 bales cotton, Vinay and Co; 500 bales cotton, F Sanquet and Co.
Coldstream s—100 bales cotton, Kunkler Singer and Co.

FOR TRIESTE.

Venetia s—100 bales cotton, Kunkler, Singer and Co; 500 bale cotton, Gaddum and Co.
Sumatra s—100 bales cotton, Lang, Moir and Co.

FOR SUEZ.

Nizam s—4 packages silk, Hajee Ally Babanee.

FOR VENICE.

Venetia s—260 bales cotton, P and O S N Co.

FOR CALCUTTA.

Shah Jehan s—75 bales cotton, Nuthoo Lalljee.
Goa s—100 bales cotton, D Macfadyen and Co.

### METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY COLABA.

BOMBAY, 29th May 1879.

*Means of observations taken at 6 a.m., 10 a.m., 2 a.m., 4 p.m. and 10 p.m.*

| | |
|---|---|
| Barometer corrected 32 deg. Fah | 29·805 |
| Temperature of the Air | 81·5 |
| Wet Bulb Thermometer | 78·8 |
| Dew Point | 77·8 |
| Relative humidity of Air | ·890 |
| Extent of cloudy sky (the whole sky clouded =8). | 8·0 |
| Maximum temperature of air (read at 6 p.m.) | 84·2 |
| Minimum do. do. (read at 10 a.m.) | 76·3 |
| General Direction of Wind | ESE, SSE, S, SW, WSW, SSW, WSW. |
| Movement of wind in 24 hours | 193. |
| Fall of Rain | 0·16 |
| Total fall during the month | 5·21 |
| ,, ,, year | 5·24 |
| Additional fall of rain up to 10 a. m. of 30th May. | 0·02 |

# MILITARY INTELLIGENCE.

ARRIVALS.—MAY 29.

Biddulph, Major General R A, on duty, from Kandahar.
James, Captain, R E, on furlough, from Sitapur.

MAY 30.

Swiny, Captain, 73rd Regt, on sick leave, from Lucknow.

DEPARTURES.—MAY 30.

Biddulph, Major Genl, R A, on duty, to England.
Swiny, Captain, 73rd Regt, on sick leave, to England.
Griffin, Major, R A, on leave, to England.
Thatcher, Lieut, 28th Bombay N I, on sick leave, to England.
Apperley, Captain, 15th Regt, on sick leave, to England.

## MADRAS GOVERNMENT ORDERS.

(*Fort St. George Gazette*, May 27.)

Surgeon-Major R W Cockerill, Surgeon of the General Hospital and Professor of Surgery and Clinical Surgery, to act as Physician of the General Hospital and Principal and Professor of Medicine in the Medical College.

Surgeon A M Branfoot, Acting Physician, General Hospital and Professor of Hygiene to act as Surgeon of the General Hospital and Professor of Surgery and Clinical Surgery.

Mr J H Nelson to act as District and Sessions Judge, Bellary.

Mr J Wallace to act as District and Sessions Judge, Cuddapah.

Major W J Pickance, Superintendent of Police, 3rd Grade, to act as Superintendent of Police, 2nd Grade.

Major Blair, Superintendent of Police, 3rd Grade, to act as Superintendent of Police, 2nd Grade.

Captain Scott to act as Superintendent of Police, Malabar.

Lieut-Col Chrystie, R E, to be Superintending Engineer, 3rd Grade (supernumerary).

The following temporary promotion is ordered :—Lieut-Col Chrystie, R E, Superintending Engineer, 3rd Grade (supernumerary) to be Superintending Engineer, 2nd Grade (temporary rank), vice Lieut-Col Hasted, R E, on furlough.

MILITARY DEPARTMENT.

GENERAL ORDERS BY HIS GRACE THE GOVERNOR IN COUNCIL.

Ootacamund, 21st May.

Sub-Lieut H W E Georges, 29th Foot, Officiating Wing Officer 36th Native Infantry, is admitted to the Madras Staff Corps.

Lieut T W J M Georges, 40th Foot, Officiating Wing Officer, 30th Native Infantry, is admitted to the Madras Staff Corps.

## ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, May 24.

The C-in-C in India is pleased to make the following appointments :—

14th N I—Lieut Ozzard, Staff Corps, provisionally, supernumerary on the establishment of the 1st Goorkhas, to be Wing Officer, vice Campbell, who vacates on succeeding to a substantive Lieutenant Colonelcy.

33rd N I—Colonel A Tulloch, 2nd in Command 42nd N I, to officiate as Commandant, vice Lieut Col Harris, on furlough. Lieut R Fulton, Staff Corps, supernumerary on the establishment, to be Wing Officer, vice Bingham, appointed permanently to the Forest Department.

42nd N I—Major Chambers, Staff Corps, attached, to officiate as 2nd in Command, vice Colonel A Tulloch, appointed Officiating Commandant 33rd N I.

Lieut Col W Campbell, Bengal Infantry, having vacated his appointment of Wing Officer 14th N I, on promotion to the substantive rank of Lieut Colonel, is posted to Umballa for general duty.

Lieutenant C H Blount, R A, is directed to proceed from Fyzabad to Bareilly, for duty with K Battery 5th Brigade at that station.

The undermentioned officer has leave of absence :—

Lieut Cunliffe, (I Battery 1st Brigade,) to England, to appear before a medical board.

## THE BOMBAY VOLUNTEER RIFLE CORPS.

REGIMENTAL ORDERS

BY LIEUT. COL. W. S. HEWETT, COMMANDANT, B. V. R.

Bombay, 30th May 1879.

1 The usual monthly Regimental Committee meeting will take place at Head Quarters on Tuesday, 3rd June, at 5-15 p.m., all members are requested to kindly endeavour to be present.

2 Until further orders the two Gun Detachments only already formed will attend at the Town Hall on Monday's, Thursday's, and Saturdays at 6-30 a.m. When these two squads have completed their course two other detachments will be at once formed, of which due notice will be given.

3 Relative to the inspection of the Corps which took place on the 22nd February 1879, the following is published for information :—

Military Department. No 2174 — Bombay Castle, 29th May 1879.

Memorandum from the Adjt Genl of the Army No 1183 c—T, dated 9th May 1879, forwards the annual report of the Bombay Volunteer Rifle Corps.

Resolution—The report submitted may be accepted as on the whole satisfactory. It is noticed that but little less than half the strength of the Corps were absent during the inspection, and on referring to the roll of absentees, about 145 members are shown as absent without leave. It is to be hoped that on the occasion of the next annual inspection the number of members under arms before the reviewing Officer will be considerably increased.

By Order

F. STOKES, Captain and Adjutant, B. V. R.

## CALENDAR FOR MAY AND JUNE 1879.

PHASES OF THE MOON.

Full Moon ......................4th, 6h. 26·9 m. p.m.

| Date. | Remarks. | Sun rises. A.M. | Sun sets. P.M. | High Water. | Low Water. |
|---|---|---|---|---|---|
| | | H. M. | H. M. | H. M. | H. M. |
| Sat. 31 | ...... | 5 24 | 6 30 | 6 8 m, 6 24 a | 0 7 a |
| June. Sun. 1 | Penticost—or Whit-Sunday. | 5 24 | 6 31 | 8 34 m, 8 12 a | 2 59 m, 2 30 a |
| Mon. 2 | ...... | 5 24 | 6 31 | 9 31 m, 9 7 a | 2 44 m, 2 27 a |
| Tues. 3 | English Mail expected. | 5 24 | 6 32 | 10 24 m, 9 59 a | 3 36 m, 4 21 a |
| Wed. 4 | 1st Summer Ember Day | 5 24 | 6 32 | 11 12 m, 10 50 a | 4 25 m, 5 11 a |
| Th. 5 | ...... | 5 24 | 6 33 | Noon., 11 42 a | 5 14 m, 6 1 a |
| Fri. 6 | 2nd Summer Ember Day | 5 24 | 6 33 | 0 43 a, ... | 6 2 m, 6 48 a |

## DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

DEATHS.

RIVETT-CARNAC—May 24th, at 15, Devonshire Street, Portland Place, London, Marion Edith, the beloved child of Captain and Mrs. Stirling Rivett-Carnac, aged 3 years.

OTHER PRESIDENCIES.

BIRTHS.

AMBROSE—May 24th, at Kasauli, the wife of J. Ambrose, M.D., Surgeon-Major, of a son.
BOYD—May 23rd, at Mangalore, the wife of J. E. Boyd, Esq., Acting Supt. of Police, of a son.

DEATHS.

BAILEY—May 23rd, at Dalhousie, of inflammation of the lungs, Alice Olivia, the beloved youngest child of Wellesley and Alice Bailey, Chumba, aged 2 years and nearly 5 months.
HILL—May 24th, at Simla, Fred Allen, son of William Hill, aged 9 months.
HILL—May 27th, at St. Thome, Joseph Francis, youngest child of Rowland Hill, aged 6 months and 23 days.
SIMPSON—May 24th, in a collision between the s. s. Ava and the ship Brenhilda, off the Sandheads, A. W. Simpson, tea planter, Coombergram, Cachar, son of the Rev. Samuel Simpson, of Kingston House, Chester, aged 24 years.

All MONEY ORDERS, CHEQUES and other Remittances sent to this office should be made payable to the "Proprietor of the *Bombay Gazette*."

# The Bombay Gazette

SATURDAY, MAY 31, 1879.

THE denudation of forests and the destruction of trees is a question that has recently been much discussed in Western India, and is also a question that sooner or later will perhaps be the principal one of the day so far as it affects the future prosperity of the whole of this Empire. Sir Richard Temple has devoted a good deal of his attention lately to the subject and has become a convert to the views of those who think that the wholesale destruction of timber that has taken place on the Western Ghauts during the past forty years has had something to do with the inequality of rainfall and with the want of water storage power that now afflicts this country. We observe that in France also this question has come up for discussion. M. Barbiè, a *savant* who has devoted several years of study to the condition of forests not only in Europe but over the whole world, has drawn up a long paper which he has recently presented to the French Society of Agriculture, and which contains a *resumé* of the timber supply now existing in various parts of the globe. Germany, it seems, is the nation that above all others has endeavoured to apply to the use and preservation of forests, the rules of common sense, and M. Barbiè calls for a more severe application of forest legislation in France than at present prevails. According to the same authority there is a general complaint everywhere that the stock is being exhausted, and that in the administration of public and private forests neither prudence nor economy is practised. Even the Government of Sweden is becoming anxious at the extensive export of timber that goes on from that country not only to Europe but to Brazil, Australia, and the Cape of Good Hope. In Russia, too, the woods in the vicinity of the larger towns having been exhausted, the people are now compelled to go to vast expense in transporting their supplies from the distant interior; and in Finland, which was once so rich in pines, the country is rapidly becoming denuded, not so much in consequence of an actual exportation of timber, as of the habit of setting fire to whole masses of trees in order to clear the ground for agricultural purposes. In Austria, the young plants are destroyed by the cattle, whilst the old ones are cut down without stint. Then, in America, the sole idea of a forest appears to be that it is merely a mine of inexhaustible wealth. Perhaps nowhere, more than in the island of Mauritius, has the evil results of denuding a country of its trees become more manifest. Year by year that island has had stretches of woodland cleared and brought under sugar cultivation, and to such an extent, that where once stood magnificent forests with streams running through them, are now, according to the American Consul there, nothing but wide and waterless plains where droughts are frequent. The planters have many of them become ruined thereby, and, as the same authority says, it is feared that Mauritius has produced more than she will ever do again unless the steps now being taken by the Government to clothe again the upper lands at least, with wood, shall prove successful. Altogether it is perfectly clear that—independent of the theoretical arguments of those who assert that forests constitute the natural water reservoirs of a country—practically it has been found all over the globe that when denuded of trees the results to a country are disastrous. No one apparently has ever taken up this subject who has not become convinced of that fact, and, accordingly, the carefully prepared paper now under notice should, we think, receive the attention of the Government of this country as well as of that to which it was more especially addressed. M. Barbiè is the latest and is also a most powerful convert to the cause of forest conservancy. As regards the Deccan, and the now treeless western uplands, let us remember this most weighty fact, that the 192 inches of rain or thereabouts that annually falls upon the Ghauts is equal to—on one acre of land—some 19,900 *tons of water*. If, then, the action of forests is to store that water and to shed it forth from the higher ground upon the dry and sun-stricken plains below when these do most require the moisture, how important—nay how vitally necessary it is—that a careful Government shall see that the means by which nature provides that the above enormous supply of water shall not run to waste are not interfered with. We trust therefore that there will be an end to the ignorant carpings which are now too often heard regarding the action of the recent Forest Act upon the inhabitants of the Deccan hills. Even should it be true—and we do not at all think that it is—that the people have in any way suffered by the new enactments, the interests of a few must not for a moment be allowed to interfere with the welfare—nay even the existence—of the whole population. For our part, we think the time has come to consider not only whether existing forests shall be preserved, but whether the suicidal action of the past forty years whereby the people have been permitted in this country to destroy ruthlessly the growth of centuries shall not be reversed, and whether it is not possible, as well as urgently necessary, to restore to our hills more rapidly than the present laws permit those woods, the disappearance of which there is grave reason to fear has caused much of the drought, unseasonable weather, and consequent distress from which the country has continued to suffer during the past several years.

NAVAL men have long been hoping for a practical experiment like that which has just taken place on the Pacific Coast of South America. The anticipations, however, of those who anticipated that the first engagement at sea with modern weapons of destruction would end like the celebrated encounter between the cats of Kilkenny have turned out correct. All the ships engaged in the fight at Iquique have gone to the bottom, so there will be some difficulty in collecting the usual evidence about the effect of the missiles employed. However, the one great effect is very evident, and it is not a very pleasant one to contemplate for those who may be looking to reap glory in some future ocean fight. There is one lesson however, to be learned from this battle—and that is, that the days of wooden or unarmoured ships of war are by no means past. In time of war Great Britain can send abroad an almost unlimited number of improvised cruisers of this sort, so that the results of the fight referred to above, are so far as our country is concerned somewhat reassuring. Lately the dockyards at home have devoted far more attention than before to turning out light, swift, and unarmoured steamers for navy purposes, but one mistake has in recent years been committed. It was supposed that such vessels were not fit to cope with armour-clad ships, and accordingly they were only armed with guns of light calibre. The arguments of those who said, that the unarmoured frigate should carry the heaviest weapons will now we should think prevail, and Mr. Reed, the late naval architect who chiefly advocated that view, will have good reason once more to triumph over his adversaries. He said, and apparently very truly, that unless a vessel carried the heaviest armour, she had better carry none at all, for an unarmoured ship with guns of sufficient power to penetrate the weak armour to which she would be opposed, in the case of a second or third rate ironclad would be at no disadvantage—indeed she would be able to manœvre more readily and with greater speed than the other. Particulars of the fight will be awaited with interest.

Now that the memorial praying for the establishment under Government supervision of provident funds for the D. P. W. and Unattached List of the army in India has been forwarded to Government, it ought to be assumed, we think, that both projects are likely to become established facts. There can be no reasonable ground for opposition on the part of the controllers of our military legislation, there must be every wish to see public servants improve, if possible, their position and prospects, and we do not know of any method by which this could be done at less expense to the State than by the scheme so ably worked out and promoted by the men themselves. Few, if any, except those intimately interested, can have the slightest idea of the enormous labour involved in the preparation of the necessary information required at head-quarters before due consideration can be given to a matter of this sort. Every minor detail must be supplied and every objection must be answered even before it is urged. We have no reason to doubt, however, that this work has been ably accomplished by the energetic assistant secretary and his colleagues, but for the result of that work the members of the above services can only wait.

We cannot help remarking that it is matter for great astonishment that the establishment of funds such as those referred to should have been left to the present day. Every department in India except the very ones which needed them most has had its provident fund and has borne witness to the excellence of the idea and the good derived therefrom. There is not the least room for doubt, we think, that the present will be no exception to the rule. The members of the Ordnance, Commissariat and Public Works Departments have, until lately, exhibited a most striking apathy as to their own interests—a disinterestedness for which they have received no thanks and by which they have been the only sufferers. Now that they are awake to a sense of the necessities of their position, and to the disadvantages from which they are suffering, we trust they will leave no stone unturned until they secure from Government such concessions as shall place them upon a footing at least equal to that enjoyed by their home-serving brethren. They should not forget that the grand secret of success in dealing with matters of this sort is, iteration—that "damnable iteration" which Byron speaks of—the "constant dropping of the water" which at last will wear away the stone. Rome was not built in a day, nor will the mass of cobwebs which have been suffered to accumulate around the various departments in which the unattached sergeants do duty be swept away at one stroke of the broom. It may be the work of years and must certainly be gradual, but in the end the result will come, the necessity for improvement of position, for increase of warrant appointments and for enforcement of the 55 years rule will at last be patent to the sight of those in power. Already they see it, we understand, to some extent, and from the agitation in the Indian press, are beginning to find out that their long suffering and patient servants are discontented. The men whom they have been accustomed to remember only when needed for duty, and whose private interests they have ever disregarded, are deteriorating as a class; and in a few years we shall hope to find those higher up the ladder doing the work for which they are paid instead of merely supervising subordinates who have more knowledge both theoretical and practical than themselves. The reason is plain, good men will not leave their regiments now-a-days for the Indian Unattached List, or D. P. W. Colonels of regiments will not part with their best non-commissioned officers; if they find them wishing to leave they exhibit to them a little more consideration, find out the reason of their desire, and if there be any grievance, remedy it, rather than lose men who are really worth having. We do not now-a-days receive into the various departments men of the stamp of twenty years ago. The non-commissioned officers prefer waiting to take their tour of home duty, possibly to obtain an appointment as conductor in England after their limited engagement expires, or possibly again with a view to promotion to a commission. All these things being considered, the Indian Government must, it is evident, offer greater advantages to good men to leave their regiments. At the present day the men who go to the Unattached List and to Roorkee for the D. P. W. are almost invariably privates who have no chance of promotion to non-commissioned or commissioned officers—against whom there is some black mark, who are physically awkward and who are glad to get away from their regiments because there know that mentally and physically there are objections to their ever rising to non-commissioned officers. They may by dint of cramming pass their examinations, but the natural intelligence, broadness of views, and decision of character which are the necessary qualifications for men holding responsible appointments, are not there.

We have been blamed for opening our columns to this agitation, but we are glad to advocate, so far as we can, a matter in which, as in this case, we are satisfied of the facts, and we unhesitatingly assert that the subordinate members of the D. P. W. are at this moment suffering under various grievances which demand an enquiry and that urgently require redress. We are also glad to find that the efforts of the men to help themselves are receiving the support of the Indian press elsewhere.

## THE TREATY OF PEACE.

EXTRACT FROM DISTRICT ORDERS

BY BRIGADIER GENERAL C. T. AITCHISON, C. B., Commanding the District.

Bombay, 30th May 1879.

UNDER instructions from Government, a Royal salute of 31 guns will be fired at noon to-day from the Saluting Battery, in honour of a treaty of peace having been ratified with the Amir of Kabul.

By Order,

WM. COOKE-COLLIS, Captain, D. A. A. GL., B. D.

## WILSON'S CIRCUS.

THE performance last night was a great success, and Miss Cook was much applauded and also admired. During the steeplechase one of the riders came to grief, but pluckily mounted again. altogether the present programme is perhaps the best Mr. Wilson has yet put together. It will be repeated to-night for the last time, after which this most excellent entertainment will no more be seen in Bombay.

SEVERAL shocks of earthquake were experienced at Dadu on the 25th ult. The Muktiarkar of that place, writing to the Collector of Kurrachee, says:—"At 6 a. m., while I was sitting in my house on a charpai, I distinctly felt seven or eight shocks of earthquake continuously. A peon named Lalu, who was sitting near me at the time on the ground, also felt the shocks so severely that he nearly fell down. A tree, which is standing near the spot, also showed signs of having had a good shaking. The motion continued for about three or four minutes, and the direction was from east to west. Several people in the town soon after reported having experienced the shocks also."

SOMETIME back we (*Kurrachee Gazette*) reported the case of a boy who had been subjected to a severe sentence for "quicksilvering" a copper coin and playing "Holi," equivalent to "April fool" jokes, with the time; and, unfortunately for himself, including a petty native official among the number. We remarked at the time that the Magistrate of Jacobabad, Mr. Khaderdad Khan, had not acted wisely in passing so severe a sentence on a mere lad when there was clearly no moral turpitude, though the actual "letter of the law" might have been transgressed. Two years for this seemed to us a punishment absurdly out of place. We are glad now to be able to state that the relatives of the boy appealed to the Sessions Court, and the conviction was at once quashed, and the boy released.

## THE EGYPTIAN QUESTION AND ENGLAND'S COMMUNICATIONS WITH THE EAST.

LONDON, MAY 9.

SOME of the Ministerial papers continue to bluster about bringing the Khedive of Egypt to his senses, but it is quite plain that England and France are not at all anxious to intermeddle any further in Egyptian affairs. The *Standard* a day or two ago discreetly admitted that the work of Europeanizing the Egyptian administration was an experiment which had failed, and that, as the Khedive wished to stand alone, it must not be repeated. Whether the experiment might not have succeeded in better hands, one cannot say; but that Mr. Rivers Wilson made failure is certain. I can understand that there was great need for purifying and making efficient the different administrative departments in Egypt, and especially the department of finance. Throughout his reign the Khedive has shown an extreme partiality for European ideas; but unfortunately his personal tastes made him familiar chiefly with that part of Western civilization which represents the morality of the Stock Exchange and the Argyll Rooms. For years he was the favourite prey of all the pimps and stock-jobbers of Europe. Even when he was persuaded by a better class of European adventurers to undertake enterprises of great public utility, the invariable result was that he and his subjects were ruthlessly plundered by their enlightened friends. Thus, it is notorious that the Suez Canal cost, in construction, twice as much as it ought to have cost, and that Egypt was forced to pay many millions in money and forced labour for the benefit of the French shareholders. In like manner, it is said on good authority that Sir George Elliot, the most fortunate of English contractors in our day, is making fabulous profits out of the new harbour works at Alexandria, which after all are not wanted, for the harbour is good enough to do without jetties, while the money they cost might have been spent to real advantage in clearing away the bar at the mouth of the harbour, and so making the port accessible by night as well as by day. It was, no doubt, honestly intended by France and England to curb the licence of European adventurers and restrain the Khedive's wastefulness by nominating as Ministers men who would be incorruptible and strong administrators. To some extent this plan has been found to answer in India, where public money is, as a rule, spent honestly, though some persons contend that the costliness of the English agency employed to secure this result is ruinous to the country. But in Egypt an administrative machinery composed of foreigners is necessarily much more expensive even than in India, because all the European nations insist on having a finger in the pie. Thus, two or three functionaries with enormous salaries are appointed in all cases to do the work of one. Not only had Mr. Wilson a French colleague to watch him, but in the new Courts of Justice there were employed Englishmen, Frenchmen, Germans, Prussians, and Italians, so that the country had to pay for four or five times the number of judges really wanted. Look again at the railway department. The total length of all the Egyptian railways does not exceed that of the line for which Mr. Le Mesurier was agent in India; yet in Egypt this gentleman has four colleagues each as well paid as himself to help him in doing the work, while in addition the Suez line has as its Resident Engineer Mr. Lee Smith on a princely salary. This extravagance is apparent in all the arrangements of what is called in mockery the reformed administration of Egypt. To crown all, Mr. Rivers Wilson seems to have been the most incompetent man that could possibly have been picked out to fill the position of head of the government. He is a good accountant and man of business, but had had no experience in the management of men; yet Lord Beaconsfield sent him to discharge duties requiring consummate diplomatic ability. Only a man of the most exquisite tact and knowledge of human nature could have hoped to reconcile the Khedive, accustomed for so many years to the exercise of absolute power, to his own complete effacement; and Mr. Wilson, by the brutal frankness of his treatment of the unfortunate Prince, goaded him into rebellion. Then, again, all his measures were blunders. The Rothschild loan, for instance, was made a mess of. The dismissal of a large body of troops to their homes without pay was the most scandalous piece of stupidity that any Minister could have been guilty of. The poorer *employés* of the State seem, too, to have been made victims of on all sides, in order that the high salaried officials might boast of the savings they had effected. The whole system might be illustrated by a story which is told of a distinguished P. and O. Commander, who is not unknown in Bombay. Captain ——, who is remarkable for the magnificence of his tastes, was in the habit of having special breakfasts and luncheons on board his ship, when in harbour, at which he regaled himself on such dainty dishes as ham fried in sherry and the choicest French *entrées*. The Directors, hearing of this, sent him out instructions that the expenditure of table money in harbour must be cut down; whereupon our gallant Captain, with great promptitude, stopped his officers' fresh butter, and went on living himself in the same style as before, till the Directors, provoked out of all patience, sent him in a bill for excess of expenditure extending over several years. The Egyptian reformers had just Captain ——'s ideas of economy, and were most eager to stop everybody's fresh butter but their own. One cannot wonder, therefore, that Mr. Rivers Wilson was cordially detested by everybody, Europeans as well as natives, in Egypt. The accident of a detention of the Indian Mail at Suez enabled me to spend a day in Alexandria a fortnight ago, and I was struck with the unanimity with which men of all nations and classes applauded the action of the Khedive, who however is personally far from popular, in dismissing his obnoxious Ministers.

It is to be hoped that Mr. Vivian, the British Consul General, who left Egypt some months ago because he could not agree with Mr. Wilson but who has now returned, will be able to bring the Khedive to reason, for England cannot afford to let Egypt slip out of her hands; and, by whatever blunders of policy she may have been betrayed into a false position, it is impossible for her to acquiesce in changes that may threaten the security of her communications with the East. Anyone who has given much attention to the matter lately must see that the value of Egypt to England increases instead of diminishes. No alternative route to the East in the place of that through Egypt has now much chance of success. The opening of the Suez Canal has made all projects for the construction of a Euphrates Valley Railway anachronisms. I do not mean to say that, if England intended seriously to undertake the defence of Asiatic Turkey, such a railway would not be essential to effecting the co-operation of garrisons stationed at various points from Alexandretta to Diarbekir, Mosul, and Bagdad but the execution of this scheme would involve the expenditure of perhaps 50 millions of money and England is not at all prepared to take it in hand. The railway, therefore, would have to depend entirely on local traffic, for not a bale of Indian merchandise or of English goods exported to India would be carried along it, and for through mails and passengers it would be much more inconvenient and no shorter than the present route. I was inclined some years ago to believe that a direct railway from Constantinople to Calcutta might eventually supersede the ocean mail service, but further reflection has convinced me that this is unlikely. The through railway would not bring Calcutta within less than twelve days' journey of London, and the time might indeed be fairly set down at 14 days, for trains will hardly run through Turkey, Persia, and Afghanistan at a higher speed than 20 miles an hour. Well, if the railway were completed, the mails might of course take this route, but how many passengers would travel by it? (I leave goods out of the question, because it is self-evident that the land line could never compete with the sea.) Sir Richard Temple would, no doubt, be delighted to run right through from Calcutta to London, driving the engine all the way, and writing a series of minutes at the various halting places; but ordinary mortals would never undergo the intense discomfort of such a journey. I speak not without experience, for I was greatly struck the other day by the very small number of passengers by a Brindisi steamer who went on from Brindisi to London. In the *Ceylon* we had over eighty first-class passengers, but of these more than one-half went on to Venice, and of the remainder only 17 left Brindisi in the special train for Paris, while not more than 7 went right through with the mails to London. It will be said that this journey will become more popular when sleeping-cars are put on to run the whole way from Calais to Brindisi—an arrangement which will be carried out before the next passenger season. But, after all, a berth in a sleeping car is no better than a berth in a ship's cabin, with the additional disadvantages of having no deck to walk about on and no saloon to take your meals in; and sleeping on a railway is never so pleasant as a quiet night at sea. The great improvements, too, that have recently been made in marine steam-engines have greatly diminished the difference between the rates of speed possible on land and at sea; and the pious Director of one of the Atlantic lines who says he hopes to see the day when a steamer may make the run from Liverpool to New York without breaking the Sabbath, has some chance of seeing his wish fulfilled. I believe, therefore, that I speak the opinion of nine men out of ten who have given any consideration to the subject when I say, that, if the P. and O. Company were to run a line again to Marseilles, this would be by far the most popular route to India. Marseilles is within an easy 30 hours' railway journey of London, and the French are a much more agreeable people to deal with than the Italians, who are utter barbarians in all matters of international intercourse, and whose stupid obstructiveness, inherited by them from the Austrian domination, is constantly putting fresh difficulties in the way of the smooth working of the Indian Mail service. The journey from London to Bombay by way of Marseilles should not now take up more than 19 or 20 days, against 18 by way of Brindisi, and I am confident that it is infinitely the most comfortable route for passengers. The P. and O. steamers are likely, I hear, to call at Naples when the Southampton subsidy is abolished, and I would suggest that the directors should try the experiment of running a ship to Marseilles occasionally.

As I have lately travelled by P. and O. steamers after an interval of several years, may I offer my testimony to the immense change for the better which has been effected in the organization of the service? The ships are now worked most carefully and efficiently, and at the same time most pleasantly for the passengers. The Company acted very judiciously in facing its difficulties and setting its house in order to meet the changed condition of things in the East some years ago; and it has now, after many years of depression, begun to reap its reward. It has its fleet reconstituted, and economically worked; and, in spite of competition, it attracts greater crowds of passengers every year. This latter fact is accounted for by the marked improvement that has taken place in the messing on board. Since the appointment of Mr. Bayley and Mr. Liversedge as inspecting pursers, who go from ship to ship to bring the cooking and serving of meals up to a uniform standard of excellence,—the system adopted being that which was strongly recommended by the *Saturday Review* some weeks ago in one or two articles on dining,—the table has been exceedingly good. The wines, too, are now very well chosen. The champagne (Perrin Jouet's) is genuine and good; and, even with the fear of Mr. Cleveland before my eyes, I must protest, though perhaps, being like your Governor "a total abstainer"—almost, I may not be a good judge—that even the sherry is drinkable. As for the whisky, suffice it to say that a fellow passenger, known for his skill in that department of the fine arts, was unable up to the day we reached Brindisi, to determine which of the two kinds of Scotch whisky on board he preferred, though he had "tried baith" freely.

As this is a somewhat rambling letter, let me conclude it by telling you of a remarkable traveller this said fellow passenger of mine and I fell in with at Alexandria, a mature and mild maiden lady, who calmy told us, at the hotel dinner table, that she had just returned from a visit to Mount Sinai. She went with none but Arab servants, riding herself on a camel, and having three other camels to carry her people, tents, &c. She was away three weeks in the desert, going by one route and returning by another, and staying four days at Mount Sinai. Her provisions consisted of Liebig's extract of meat, condensed milk, and biscuits. Each night she had her tent pitched, cooked a little food, and, having eaten her supper, slept peacefully, quite tired out with the long day's ride. On reaching Mount Sinai she was so disgusted with the monks of the monastery there,—several hundreds in number, who appear to be jolly good fellows, for they sit down every night to dinner each with his bottle of Medoc by the side of his plate,—that she left their companionship, and climbed to the top of the holy mountain alone by a rude staircase which the pious care of some pilgrims out in the rock a century ago. On reaching the summit, what, she asked us, did we suppose she found there? I hazarded the guess that perhaps it was a broken table of the law. She replied, "No—a broken champagne bottle," and added that she was so indignant she took the pieces and hurled them over the side of the mountain. This beats the advertisement of Warren's blacking on the Great Pyramid. I fancy the owners of the champagne bottle must have been a party of Americans who lately set out from Suez to follow the track of the Israelites through the wilderness to Jericho and Jerusalem. But the most curious thing about our lady pilgrim remains to be told. We said, "of course, you will write a book about your journey." "Oh! no", she replied, "I only made it for my own satisfaction." We asked to be allowed to shake hands with her, and did so most respectfully. Lord Derby spoke of himself last night as one of the small minority of educated men who had not written a book; but how much rarer a phenomenon is it to find a woman who has anything to tell and yet can refrain from telling it. May I commend the example of our lady of Mount Sinai to Mrs. Isabel Burton, who will go on writing big books of so-called travel even when she has nothing to say? J. M. M.

## THE COLABA SANITARIUM.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I take the liberty through your columns to call the attention of the Parsi community to the unhealthy condition of their so-called Sanitarium at Colaba. I have recently been much grieved and shocked by the death of a Parsi gentleman, who, when recovering from a simple operation, succumbed in a few days to an attack of malignant fever. I could not find in the case itself any valid reason for such an unfortunate termination excepting blood poisoning due to defective sanitary arrangements. At the same time I felt reluctant to give expression to these views without having fully satisfied myself as to their correctness; I accordingly wrote to our able Health Officer, Dr. Weir, who in his reply states—"I believe it is in regard to drainage, sewage, and sullage that the Sanitarium, and, in fact, the locality generally, is most defective. The drainage of the Sanitarium is bad, the outlet is to windward. The improvement of the drainage of the Sanitarium is in my opinion necessary."

H. J. BLANC, M. D.,
Senior Surgeon, J. J. Hospital.

Bombay, May 30.

[redacted]

## CHRISTIAN PRIVILEGES.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Your correspondent "Peter Pindar," in his letter which you published on Thursday, says that Roman Catholics rejoice in the fact that "their Church in India is quite free from State interference." They have another cause for rejoicing, viz. the drawing at stated periods from an impoverished public treasury a tolerable number of big bags of bright Rupees. They are kept in countenance in this truly Christian proceeding, I am aware, by other churches, so-called Reformed. D.

## MOSQUITOES.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Will any of your numerous readers kindly advise a remedy for the extermination of mosquitoes which infest my office during the day? These creatures come in myriads, and their stings penetrate the very clothes one wears. Surely there must be some means by which these pests can be destroyed? Can the lease of my office be cancelled in consequence of this visitation?

Bombay, May 29. J. D. L.

## GOVERNMENT HOLIDAYS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Permit me to relate the injustice which some of the Christian members in Government offices suffer through the loss of some of the holidays allowed by Government. It is a fact that, whereas the Christian servants are sometimes debarred from enjoying portions of their Christmas and Easter holidays, and, as a rule, Ascension and Penticost holidays, the native members are permitted to take advantage of both the Christian and their own. I know this to be a fact in two of the Government offices. If Government bestows this boon on its servants, it ought also to see that that boon is availed of by its subordinates, so long as there are no emergent reasons to the contrary. X. Y. Z.

## THE PROPER FOOD OF MAN.

COLONEL H. S. OLCOTT, President of the Theosophical Society, delivered, by invitation, an address upon this topic on Wednesday evening before the Daya Vishista Mandali, a new native society for the promotion of vegetarianism. A large audience attended, and addresses were delivered in the vernacular by Mr. Kalianji Narayanji and other eminent speakers.

Colonel Olcott said that he would not attempt in the brief time during which he could claim attention to evoke any *resumé* of the weighty arguments which had been offered by great authorities for and against diets of vegetables, of meat, or of both in combination. Many volumes had been written and much ill temper been shown upon the subject. Nay, blood had even been shed more than once to settle the dispute. He would ask his audience to consider one or two ideas which had been suggested to his mind since he had come to know something about Oriental secret science. The reports of our modern learned societies show too clearly that our men of science are studying the phenomena of nature instead of its secret laws, they are observing the less important effects rather than the more important causes. He had before him the official report of the eighth session of the International Statistical Congress, a body of the very first scientific rank, to which he (Col O.), with ten other Americans, had been invited as delegates to represent their country. It would be found, upon consulting this volume, that while great pains had been taken to examine and analyze the condition and environments of physical man, not one line or word indicated that the Congress recognized or cared to know anything about the inner or spiritual man, hence the only *real* man, that dwells within the "fleshly tabernacle." And yet, how useless to study the outer, in ignorance of its relations to the inner, entity! In fact, for modern science, the soul does not exist.

This food question cannot be intelligently discussed apart from psychology. The Rishis knew what they were about when they ordained that the Aryans should eat fruits and farinacea and abstain from murdering to get food. They had as intimate a knowledge practically of the laws of spirit as modern science has (tentatively) of the phenomena of matter. The inner man—the *Psyche* of the Greeks—feeds as well as the outer man—the *Thumos*. The body nourishes upon the coarser parts of food, the soul feeds upon the subtle essence, or life-principle, that the food contains up to the time when putrifaction removes it permanently. There is something in this subtler part of blood, especially the blood of warm-blooded animals, which attracts to itself very evil, very potent influences. The theurgic priests of all the ancient faiths knew this, and are said to have used the spilt blood of sacrifices to help them to evoke apparitions. This subtle quality of bloody food, though nourishing to the body, is injurious to the psychical man, and that is why, the world over, yogis and every other class of ascetics abstain and always have abstained from meat.

Some of the best writers upon social science affirm that meat-eating nations are more energetic, intense, and martial than those which live on vegetable substances. That he would not discuss at this time; but there can be no question whatever that meat, and especially warm-blooded meat, tends to stimulate the animal nature and dull or debase the spiritual. The human body strangely adapts itself to any kind of food and even poisons, so that when once persistently followed their use cannot be stopped without grave disorder to the system. The speaker had himself tried since coming to India to follow a strictly vegetarian diet but had been made ill, and was therefore obliged to make the change gradually.

Colonel Olcott advanced the novel and doubtless correct idea that the humane Jain dogma forbidding the taking of any life was based upon the theory of a high condition of social perfection, in which the spiritual man would control and keep subject the carnal man. He gave as a reason the known immunity of yogis, saddhoos, and other holy ascetics from attack by wild beasts and venomous reptiles and insects. A real ascetic would never be touched by one of them, and hence he was not driven, as we commoner men are, by the instinct of self-preservation to kill the lion, tiger, crocodile, cobra, or scorpion. Just as society now is it was almost as great a sin to allow a savage beast that might take human life to go unkilled, as it was to kill that gentlest of friends, that most generous and valuable of dumb benefactors, a cow! When men all become as good as the yogis then the benevolent code of the Jain juttis will be gladly obeyed by all, and the trade of the *shikarri* will be a thing of the past.

The Society announces its intention to publish Colonel Olcott's lecture.

## FURTHER PARTICULARS OF THE LOSS OF THE AVA.

A PASSENGER'S NARRATIVE.

"THE accident happened at about half-past two in the morning. I was lying on one of the skylights of the upper-deck when I heard the whistle. Thinking there was some danger, I got up and looked over the port side, when I saw a sailing ship within about a length and-a-half from the steamer. About three minutes after this the vessel collided with the steamer. She struck us amidship, nearer the stern. Directly after this Captain Dickenson rushed up and ordered the boats to be lowered. There were no lascars about, and some of the officers attempted, and after a short time succeeded, in lowering the Captain's gig. The passengers in the meanwhile—ladies as well as gentlemen—behaved with the utmost calmness. The Captain then placed the ladies,—Mrs. Lawrie, Miss Hart, a baby in arms, and an orphan, together with the stewardess and a nurse,—into the gig, and placing the gunner in charge of it, ordered us to shove off. Myself and Mr. Lawrie, Mrs. Lawrie's husband, got into the gig also. There were a couple of lascars into the boat as well. In attempting to shove off we discovered that the "painter" was fastened to the steamer. We shouted to those on board to undo it, but found a lot of lascars at the end trying to pull the boat in. The chief officer, Mr. Fyfe, happened to hear us, and rushed towards the spot with a hatchet and cut the rope, jumping into the gig at the same time. We then made for the Brenhilda, the vessel which had collided with us. For a short time we could see nothing. We, however, tried to veer towards her direction, and after about half-an-hour we discerned a dull, dark object looming in the distance. After another hour and-a-half we managed to draw up alongside of the Brenhilda when we were taken on board by the Captain, and treated with every possible kindness."

Shortly after the Captain's gig had got away, two other boats, it would appear, were lowered—one in charge of the second officer and the other in charge of the third officer. The second boat in charge of the third officer managed, after a short time, to get clear of the vessel; but the third boat, which was in charge of the second officer, when lowered, was on a level with the steamer, which was about sinking at the time. The Doctor and Mr. A. W. Simpson, an indigo planter and a first class passenger by the Ava, were standing on the steamer and were asked to jump into the water, the boat being kept some distance off to prevent the lascars from swamping it, but they would not, and the boat was moved away. The Captain, who was on the bridge at the time, asked the boat to stand by and pick up those who remained on the wreckage. The steamer immediately afterwards went down stern foremost, and the two boats succeeded in picking up twenty lascars, but the Captain, Mr. Simpson, the Doctor, and the fourth Engineer were not among the number. Seven Europeans altogether have been lost, the rest being natives made up from the crew and deck passengers. The officers of the Ava behaved admirably throughout, we are told.—*Statesman.*

LIST OF SURVIVORS.

SAVED IN GIG.

A. A. Fyfe, chief officer in charge; Mr. and Mrs Laurie and infant, passengers; Miss L. Hart, passenger; Mrs. A. Johnson, stewardess; Captain H. N. Martin, passenger; Bertran Hilder, 5 years old, passenger; a native ayah; W. Veers, gunner; Goolam Nabbi, lascar; Baboo Khan, lascar.—Total 12.

SAVED IN STARBOARD CUTTER.

W. Major, 3rd officer in charge; J. Hall, 1st engineer; G. Murray, 2nd engineer; C. Martin, 3rd engineer; S. T. Cook, chief steward; C. Olson, quarter-master; Mr. G. Anderson, 2nd class passenger; Mr. T. Goodsir, 2nd class passenger; Mr. D. Burbridge, 2nd class passenger; Ghansi, Captain's servant; Abdool Guffoor, chief engineer's servant; Soamut, 2nd tindal; Babroon, saloon waiter; Hyder Alli, pantry-man; Hingoo, topaz; Calcutta, topaz; Sk. Imaum, fireman; Ahmed Alli, lascar; Alli, lascar; Abdool Ahmed, lascar.—Total 20.

SAVED IN WHALE BOAT.

T. W. Whittart, 2nd officer in charge; P. Wilson, 4th officer; P. W. Bleach, quarter-master; P. R. Shand, 1st class passenger; P. Petucher, 2nd class passenger; Hong, carpenter; Abrahim, sookanee; Nemoo, lascar; Munneer Ali, lascar; Fyghoo, lascar; Duccoo, lascar; Imaum, lascar; Dilloo, lascar; Bunnoo, lascar; Cotton, fireman; Sk. Immaum, deck passenger; Hoosein, 2nd class waiter; Ahmed Ali, saloon waiter; Dowd Alli, officer's servant; Dumroo, mussalchee; Ahmed Alli, lascar.—Total 21. Total saved 53.

LIST OF MISSING.

Captain H. J. Dickenson; Dr. W. Deare; Mr. Simpson, 1st class passenger; T. F. Cooper, clerk; Parey, 2nd steward; Mitchell, 4th engineer; Goodeve, 2nd class passenger; W. Heather, 2nd class passenger; 9 deck passengers (natives); 3 cooks; 1 baker; 1 butcher; 1 mess room butler; 1 stock topaz; 1 butler; 1 saloon topaz; 3 saloon waiters; 28 firemen including serang, cussab, &c.; 1 deck serrang; 1 first tindel; 3 sookannies; 1 winchman; 1 cussab; 1 sepoy; 4 lascars, and 1 barber.—Total lost 70.

AMONGST the curiosities recently presented to the Phayre Museum is a crow's nest taken off one of a tree in Rangoon made entirely of soda water wires. That crow evidently had an idea of making a fireproof residence, but in the recent heat we should think he must have often sighed for the twigs of the nest he was brought up in in his youth.—*Rangoon Gazette.*

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

# LATEST INTELLIGENCE.

## THE AFGHAN WAR.

[PUBLIC PRESS MESSAGE.]

### THE AFGHAN TREATY.

SIMLA, MAY 30.

The treaty with the Amir Yakub Khan was ratified at four o'clock to-day by the Viceroy.

[FROM OUR OWN CORRESPONDENT.]

### COLONEL VILLIERS.

LAHORE, MAY 13.

Colonel Villiers accompanies Colonel Colley to Natal to join General Wolseley.

### RAILWAY COLLISION.

SUKKUR, MAY 30.

A collison occurred last night at Kukh on the Indus Valley Railway between the down mail and goods train. The casualties are one killed and twelve injured. Both engines were much damaged. Col. Medley, Mr. Mallet, and others went down on a special engine and remained all night. There is no interruption to the traffic.

[REUTER'S TELEGRAMS.]

(*By Red Sea Cable.*)

### THE PERUVO-CHILIAN WAR. NAVAL ENGAGEMENT.

LONDON, MAY 29.

Advices from Peru state that an engagement had taken place off the port of Iquique between two Chilian wooden men-of-war and the Peruvian ironclad frigate Independencia of 14 guns. The result of the action was the sinking of all the vessels.

### THE OAKS RACE.

LONDON, MAY 30.

The following is the result of the race for the Oaks run this day :—

Wheel of Fortune ........................ 1
Coromandel ........................ 2
Adventure........................ 3

### SIR GARNET WOLSELEY.

Sir Garnet Wolseley has started for the Cape to assume command of the British forces there against the Zulus.

### MOUNT ETNA.

Advices have been received that Mount Etna is in active eruption.

Consols yesterday closed at 99¼.

### THE MAILS.

LONDON, MAY 29.

The Bombay Mails of the 12th instant arrived at Brindisi yesterday.

The heavy Bombay Mails of the 5th instant arrived at Southampton to-day per P. and O. Steamer Indus.

LONDON, MAY 29.

The Liverpool Cotton Market closed dull. Surats limited business.

The London Cotton Market has been firm.

Fair Dhollera ........................ 5 7-16

The Manchester Market has been quiet.

Exchange on India 60 days' sight.. 17⅞
4 per cent. Rupee Paper.............. 75
4½ per cent. do. .............. 80¼
3 per cent. Consols for account...... 99⅜
5 per cent. French Rente, 1872 ...... 115½
Bar Silver.............................. 51¾

The Bank of England Returns for the week ending yesterday show the following results :—

Reserve of Notes....£18,200,000 Inc. £300,000
Bills Discounted ....£20,200,000 Dec. £800,000
Bullion ..............£33,300,000 Inc. £100,000

The proportion of the Reserve to the Liabilities is 53 1-16 per cent.

### STEAMER REPORTS.

GALLE, MAY 30, 11-20 A. M.

Mail steamer Khedive from Bombay arrived.

### WEATHER REPORTS—MAY 30.

CANNANORE, 4-32 p. m.—Weather rainy ; wind W. Fall of rain 1 inch 3 cents.

CARWAR, 5-45 p. m.—Weather cloudy ; wind S. W. 4 ; thermometer 80 ; barometer 29·766. Fall of rain 76 cents.

MANGALORE, Thursday (29th)—4 p. m. Weather rainy ; wind S. E. S. W. Fall of rain 1 inch 1 cent.

TUTICORIN, 3-20 p.m.—Weather fair ; wind W. ; thermometer 92 ; barometer 29·80.

VINGORLA 5 p. m.—Weather rainy ; wind S. W. light ; thermometer 79. Fall of rain 1 inch 17 cents.

### RAINFALL IN BOMBAY.

| May. | Colaba. In. cnt. | | Fort. In. cnt. | | Byculla. In. cnt. | |
|---|---|---|---|---|---|---|
| Total previously registered | 5 | 8 | 4 | 20 | 4 | 1 |
| 29 Thursday | 0 | 16 | ...... | | ...... | |
| 30 Friday | ...... | | 0 | 4 | 0 | 3 |
| Total...... | 5 | 24 | 4 | 24 | 4 | 4 |

NOTE.—The returns from the Fort and Byculla are made up to 6 p.m. each day. The return from Colaba is up to midnight.

WRITING on the 20th instant, the *Civil and Military Gazette's* frontier correspondent thinks that the Mongals may very possibly yield without fighting. But it seems only too certain that they will give a great deal of trouble, if they do not receive prompt and severe chastisement. Meanwhile they boast—not altogether without reason—that they expelled the infidel troops from the country.

THE Lahore paper says :—It is expected at Sufed Sang that Major Cavagnari will proceed as Resident to Kabul this week, attended by an escort. No Special Correspondents are to accompany him. We hear that Mr. Simpson, of the *Illustrated London News*, and Mr. Villiers, of the *Graphic*, have been recalled by their respective papers. Mr. Villiers visits Australia, in order to assist at the forthcoming Exhibition. General Vaughan, the Special Correspondent of the *Times*, will probably return about the same period.

WE regret to hear that six cases of cholera occurred among the European troops at Lundi Kotal between the 18th and the 20th instant. The first victim was a private of the 25th K. O. B., who, having fallen ill on the first named day, died on the following, in hospital. The other five belonged to the 12th Regiment. By the 22nd instant four of the men appear to have died, but no new cases were reported. In addition to these, four or five natives have been attacked, three of the cases being reported fatal. The medical authorities have therefore very properly recommended that the troops should be moved to the high ground over the Lundi Khana road where the Sappers and another regiment were formerly quartered.

THE Kurrachee issue of the *Civil and Military Gazette*, in announcing that Sir Richard Temple is anxious to have a Volunteer Corps got up at that place with a branch at Kotree, remarks :— "We strongly impress on our 'young men' that duty and pleasure can be easily combined in this matter, and some of the 'swells' we see 'slouching' round the band-stand would become much more interesting articles to their 'ladies fair,' if they had a month or so of 'setting up' by the drill sergeant, and would walk with more of manly dignity after they had mastered the 'goose step,' and lost some of the 'waddle' of that bird."

THE *Madras Times* says :—In view of the contemplated reductions announced by the Government of India, perhaps it would be as well to sweep away unnecessary offices. Of what utility, for instance, is the Post Master Generalship of Madras? The present incumbent is now in the jungles at Bodanaikanoor, Pulneys, and has been there or thereabouts for a considerable time. No small portion of last year also was spent between "the house in the jungles" near Bodanaikanoor and Ooty. Instead of maintaining the present unnecessary officer, let the Government give the Presidency Post Master Rs. 1,200 a month to do the work of his own and his superior officer's, amalgamating the two appointments. A saving of over Rs. 1,300 a month would be effected. This sort of reform would be far better than dismissing a host of clerks on small pay and rendering many homes desolate.

THE *Pioneer*, in an article on "rumours concerning the measures of economical reduction likely to find favour with the Government," has the following :—"The most welcome news we receive in reference to the intentions of Government has to do with a question still larger than any connected with single departments of the central Government. Often in these columns we have contended that the one administrative reduction which, by reason of its productiveness, and its desirability on other grounds, should precede all others, is that which would provide for the abolition of the separate Governments of Madras and Bombay. The Government of India, we now understand, is entirely in favour of this great reform, and there is reason to believe that it will shortly make some efforts to obtain its realisation. Of course the Secretary of State will have a voice in the matter, and no reform could be proposed from India which at the first blush will be so distasteful to the Secretary of State. The Governorships of Madras and Bombay are appointments which the Home Government may sometimes be very glad to have in its gift, and the truth probably is that the old traditional system—absurdly out of keeping as it is with the organisation of Indian Government in the present age of railways and telegraphs—has been kept up for the sake of its patronage. But the India Office will be less able to fight now for the retention of this when so many free lances in Parliament are always ready to espouse the claims of India as against official interests. The free lances are continually making mistakes, but their faults are those of head not heart ; and on the Bombay and Madras question their feelings ought to be readily enlisted on the right side, while the issues are broad and simple enough for them to understand."

IN the excavations for enlarging the bed of the Tiber, an exceedingly elegant room, belonging to a wealthy dwelling house of the first times of the Empire, has been discovered in the gardens of the Farnesina. The ceiling is formed of the finest stucco, with relievos of figures and ornaments in the best taste. The walls are painted in the Pompeian manner, with delineations of figures in various styles, among which are some pictures executed in simple profile, and with as much delicacy as the most graceful designs of the famous *lekythoi* of Attica. In the excavations of the Roman Forum have been discovered bases of statues with dedicatory inscriptions of the Imperial age.

ON April 26, the vessels of the Dutch East India steam line to Java started, for the first time, from Amsterdam. Hitherto the Helder has been the port of departure. But the new canal, which was opened last year and which now connects Amsterdam with the North Sea, enables the heaviest vessels to come alongside the quays of the capital. Unfortunately, it is feared that this change, which is so beneficiel for Amsterdam, will be disastrous for the Helder, which will now lose all its importance.

THE *Cape Argus* severely attacks the policy of the war :—"We have only dragged the name and repute of England in the mire, and there are found those who congratulate themselves on the prospect of fresh fields and pastures new of slaughter and of misery. To appeal to justice, to hint at moderation is quite out of place, but it may not be beyond the mark to remind the most ardent evangelists of civilisation, of the cost of this new mode of spreading the Gospel. The argument which appeals to the breeches pocket may be a mean and sordid one, but it sometimes succeeds when finer feelings are put out of court. At the most moderate computation, the Zulu war will cost some ten millions of money out of the pockets of the British taxpayer. True ; but it is none the less money absolutely and irretrievably wasted, if not worse, for it is somewhat appalling to reflect that the task of the government of the Zulus and the maintenance of order among them will be a task which, for good or for evil, it is only too certain will be thrown on the group of communities of which the Cape of Good Hope forms a part. We are no admirers, God forbid ! of the system of government of the Zulu despot ; but there may come a time, sooner than many of us think, when we shall repent the premature destruction of the iron hand which controlled and mastered the most warlike clan in South Africa, and lament the rash policy which converted them from friends into sullen and turbulent subjects."

NEWS from Pretoria, under date 22nd April, indicates that the Zulus have learned military wisdom from military experience. They are no longer essaying to hurl themselves on the deadly breechloaders, their new *mot d'ordre* is to avoid encampments and armed detachments, and to overrun intervening defenceless territory, carrying away cattle and property. Two large detachments of Zulus are reported as already at this work, and the Utretcht district is said to have suffered severely. If the Zulus extend these tactics, they may wreck the whole colony before we are prepared to protect it ; but indeed Lord Chelmsford's strategic scheme provides only for the invasion of Zululand, and elaborately denudes the colony of means of defence when his divisions shall have concentrated respectively at Doornberg on the one flank, and Ginghilovo on the other, ready to march on into Zululand. There will, as at present arranged, remain protecting British territories barely a single European battalion, broken up into some half-dozen detachments, with no other potentiality than defence on their own respective positions. Mr. Archibald Forbes, of the *Daily News*, also lengthily critises the existing military arrangements pretty much in the same strain.

THE first appearance this season of Madame Patti, which took place shortly before the departure of the mail at Covent Garden, is, according to the *Times*, too important an event to be passed over in silence, although the opera chosen for the purpose was the familiar *Lucia de Lammermoor*. It would be needless to say, that one of the most, if not the most, accomplished vocalists now on the lyrical stage is fully able to grapple with the musical difficulties of the part, or that she renders the character of Lucy Ashton with consummate grace and, when the occasion requires it, with true dramatic feeling. All this, according to the same journal, is sufficiently known from former seasons. We may add, however, that Madame Patti's voice has gained in fulness while it has lost nothing of its flexibility. The elaborate *fioriture*, by means of which Donizetti curiously enough tries to indicate the madness of the unfortunate Lucy, were given with a perfection which nothing could exceed. We are alluding more especially to the demisemiquaver passages which accompany the fond vision of the demented girl in the larghetto ("Ardon gl'incensi"). But the "Regnava nel silenzio" in the first act, almost equally difficult, was given with the same unerring accuracy and the same charm of voice. No wonder, therefore, that every mark of enthusiastic approval was lavished on Madame Patti by a crowded audience, which included the Princess of Wales and other members of the Royal Family. The further performances of Madame Patti, especially in the sphere of a more serious class of dramatic music, will be looked forward to with particular interest. There is no doubt that her genius would enable her to attempt the highest tasks of the lyrical stage. Signor Nicolini, who also appeared for the first time on this occasion was successful as Edgardo. Signor Graziani was Enrico, Lucia's cruel brother, and Signor Capponi did his best with the music assigned to the tedious Raimondo.

"ATLAS" in the *World* is glad to find that the 'barrister, son of a Liberal M. P.,' lately the hero of a story in which figure a certain Madame Blavatsky and a glove thrown from her in India to him in London, which was to be applied to the benefit of his father's eyes, disclaims all connection of his father with the matter. The electors of Tiverton might otherwise have had something to say about it, although no one would suspect Mr. Massey of being touched with the weaknesses of his son, who, it seems, is not only a Spiritualist, but a Theosophist. What it is to be a Theosophist is not quite clear, but it seems that the Theosophist has satisfied himself of the truth of Spiritualism, and is going on to higher things. I wonder by the way, Spiritualism has never turned its attention to the ballot-box. Cabinets and such things are its delight, and I suppose if a magnetic current could only be run into the recesses of the voting-urn, the crosses might be manipulated at fancy.

A SINGULAR meeting, we observe, took place shortly before the departure of the Mail in the rooms of the Royal Society, London, at which the Speaker of the House of Commons, Mr W. E. Forster, the Right Hon. Lyon Playfair, Mr W. H. Smith, Sir Henry Holland, Mr Mitchell Henry, and other M. P.'s were present, in order to see whether Mr Edison's loud-sounding telephone could be applied for purposes of reporting. Connection was established between Burlington House and the Royal Institution in Albemarle Street, and one man at the latter place read out passages from the great speech which Mr. Gladstone delivered the previous night. This was distinctly heard by all who were present at the Royal Society ; in fact, the sound of the voice travelled through the entire room. The idea was naturally entertained that this might solve the difficulty of reporting, and that the day might come when speeches made in the House of Commons could be taken down in the newspaper offices. This, however, could only be done if in addition there was a megaphone placed on the roof of the House or on its walls. This instrument enlarges the volume of sound, which could then be taken to the telephone and transmitted to a distance. We observe it stated that even now the *Times* is making arrangements for using a loud-sounding telephone between the House of Commons and Printing House Square. This would enable the "quarter of an hour" reporters to speak through the telephone, and thus transmit their reports instantaneously to Printing House Square.

## SEVERE STORM AT KUMTA.

(FROM A CORRESPONDENT.)

KUMTA, MAY 25.

A FEARFUL storm occurred here on the 22nd-23rd inst. It set in to blow heavily about 8½ o'clock on the evening of Thursday, and for nine hours we had what I think might almost be termed a hurricane ; there was very little rain, but the wind was incessant and entirely from the sou-west. Very little damage has occurred in the town, which is perfectly wonderful, considering the generally frail character of the native houses. One or two large trees were blown down, and a native hut crushed, but that is the extent of injury that has come to my knowledge on shore.

On the sea there is a sadly different account of matters. As usual at this period of the year there had been great activity in the shipment of cotton, &c., and about five and twenty native craft were lying off the shore, most of them laden and ready for sea. Of these five pattimars and kotias were shattered to pieces, their cargoes and the debris of their masts and hulls being washed ashore ; thirteen other craft, were utterly disabled, and their cargoes either washed away or discharged as soon as the weather permitted the next morning. The beach for upwards of half a mile was strewed with docras of cotton, seeds, casks of oil, &c. ; of the first alone something like 1,500 docras at the least came ashore saturated with salt water. Unhappily the injury has not been confined to property. Three lives have been lost ; one man was killed on board a pattimar by being struck by a falling spar, and two others were drowned when their vessels broke up.

The storm certainly has not been a local one, and disasters to native craft will without doubt be heard of up and down the coast for a great distance. At Indra, seven or eight miles to the north of this, we hear that fourteen native vessels have been totally wrecked, and the kacheri is filled with cocoanuts, casks of oil, &c. This is rather singular as the place possesses a large harbour, almost land-locked and deep enough for vessels of small draught, but the entrance is narrow and in stormy weather extremely dangerous.

## AFGHAN GOSSIP.

[BY THE PRESS COMMISSIONER.]

RAHMUTULLA KHAN of Dir is said to have laid siege to the forts of Panar and Shabikot in Barol, and Mahomed Zaman Khan, son of Aman Khan, is said to have defended the fort of Panar with 200 men. Mian Gul went to Shanak Batti in Upper Swat with 120 sowars and 200 or 300 foot men to make a demonstration against Ashraf Khan, a partizan of the Khan of Dir, but he was repulsed and returned to his home. It is said that the Khan of Dir has applied to Aman-ul-Mulk of Chitral for some cavalry and infantry auxiliaries ; and as soon as matters, now pending, are settled, he will undertake an expedition against Swat. Mian Gul has been unsuccessfully endeavouring to get the Swatis to elect him their King.

The Shamozai Swatis held a large meeting to protest against the proceedings and assumption of Mian Gul, and warned him that, if he continues to intrigue for sovereign power in Swrat, he will be turned out of the country. Later reports state that Rahmutulla Khan of Dir has obtained the allegiance of the people of Upper Barol.

Another account of the recent disturbances in Badakshan states that Mir Baba Khan, son of Mir Nasrulla Khan, a cousin of Jehandar Shah, ex-Mir of Badakshan, had long been in prison at Balk, but on the death of Amir Shere Ali Khan, he effected his escape, and returned to Badakshan, and pointed out to the chiefs that, as the Amir had fled before the English to Balk, and was now dead, they should throw off the Kabul yoke. An insurrection took place ; 300 infantry and 100 cavalry, who occupied the Faizabad Fort, were killed. In the Zibak Fort there were 60 infantry, of whom 40 were killed, and the rest disarmed, and allowed to proceed towards Chitral. Mir Baba Khan is at present ruling in Badakshan, with his head-quarters at Faizabad. About eight months ago Mir Jehandar Shah was shot dead at Samarkand by one of his sons. In Peshawur, it is said that there certainly was a revolt in Badakshan, but that it has been quelled by the Kabul Government.

When the Mohmunds re-crossed the river, after the fight of the 23rd at Kam Daka, Moghul Khan decided in opposition to the wishes of Mulla Khalil, and the Fakir, that they should all disperse from Phlosi. He went to the Khwazai Suppa, as did also Shaikh Khalil ; the Fakir going to Kaldurra.

The following detail is given of 16 Mohmunds killed in action on the 23rd at Kam Daka :—

2 Momdi Khel Turakzais of Alki Gandis.
1 Halimzai of Kaldurra.
4 Baizais of Zouri Chins.
4 Doizais of Spinki Tungi.
2 Khwazais of Bha.
3 Men of Kam Lalpura.

A recent arrival at Peshawur makes the following statement of facts mingled with rumours :—

"At the instance of the Russians, Sardar Muhammad Abdul Rahman Khan, accompanied by Mir Jahandar Shah, crossed the Hamun river at Siar, and took possession of Badakshan. The Afghan troops stationed at Balk and Takht-i-Pul have revolted, and General Hyder Khan, who was appointed by Amir Muhmmad Yakub Khan to Khullam, has been murdered by the mutineers, and the mother of Abdulla Jan and other members of the family of the late Amir Shere Ali Khan have been placed in custody. Mir Sultan Murad Beg of Kandaz left his town on hearing of the advance of Abdul Rahman (to Badakshan), and he came to Khullam.

"On the 13th of Zamadi-ul-Awwal (6th May), Sardar Muhammad Yakub Khan left Butkhak for Jagdalak with his followers, and a number of Khans, such as General Daud Shah, the Mastauffi and others, to negotiate for peace with the British authorities. He was at Tezin on the 14th, and the following day arrived at Jagdalak, where he was received by the English with great honours, and hospitably treated. There was a rumour that he had agreed to allow the British authorities to appoint a resident at his Court, and to establish Cantonments on the border of his territory. It is said that he has told the British authorities that he was in straitened circumstances, and had asked them to help him with money. He was to have returned to his capital early after having concluded the treaty of peace, as he thought that his prolonged absence from Kabul would prove injurious to his interests."

From Kunar it is reported that the Larganis, who had commenced hostilities with the Badshah, having been reinforced by Baizais and others, the Badshah thought it wise to propose a suspension of hostilities pending the settlement of Kabul affairs.

It is said in Peshawur that the Amir sent Sirdar Yahia Khan to undertake the management of affairs in Balk as a polite way of getting rid of him, as he wearied him with his advocacy of an alliance with the English.

From Peshawur it is stated that a few days ago Mian Gul, with the aid of sowars and arms obtained from Rajaur Khans, made a demonstration against Bar Swat. Fighting took place, and many of the Bar Swatis were killed and wounded. After this all the people of Swat united against Mian Gul, and warned him that he must leave their country. This he refused to do, and he was returned to Saidu, promising to lead a fakir's life, and not make any more disturbances.

The Khan of Dir having made a threatening movement in the direction of Swat, Sheredil Khan has siezed his opportunity and re-established himself as Khan in Allahdund, ousting Saadut Khan who has reached Peshawur.

Is is said that Mulla Khalil and the Fakir do their best to stir the Mohmunds up, but they are fully occupied just now with their harvests, and when the news reaches them of the Amir having come to Gundamuk, they will probably abandon the intention of doing mischief. As a precautionary measure, the force at Shubkudr has been reinforced by 50 men.

A letter received from Kabul contains the following news and prevalent rumours :—

"The Amir has consented to allow the British mission to remain permanently at Kabul with a small number of troops.

"When the Kizilbashis heard of this they were glad, and said that the Barakzais would not dare oppress them now, and that they would get military employments under the English. Every Kizilbash chief is making arrangement to give a cordial reception to the British Agent. The Hazara tribe is very glad to hear this, because the Afghans oppressed them much.

"All the Afghan tribes will, after a short time, join the English against the Russians. On account of Khusdil Khan's intriguing with the Russians, the Amir has deposed him and sent Yahia Khan as Governor of Turkistan. By the instigation of the Russians, Khusdil Khan intended to raise disturbance in Turkistan. He will now probably go over to the Russian territory. He is a very mischievous person, and Yakub Khan ought to put him into prison, otherwise he will deceive him.

"Sardar Abdul Rahman Khan, son of Amir Afzal Khan, asked the permission of the Russian authorities to go to Maimana and occupy that city. The Governor of Tashkend told him that the Russians could not assist him with troops, and that as the Sardar had plenty of money, he could enlist troops for that purpose, and promised that if he was unsuccessful in his attempt, he would then help him with troops. Abdul Rahman is accordingly making arrangements for the attack."

Mir Baba Khan appears to have established his power in Badakshan for the time, and he desires to claim Chitral as a dependent.

Aman-ul-Mulk is evidently ready to enter into friendly negotiations with the new power, and even writes of treaties which may be concluded by him with Badakshan.

The following is a *resumé* of the alleged state of public opinion on the Peshawur frontier on the subject of peace negotiation between Amir Muhammad Yakub Khan and the British Government :—

The people are very glad to hear that Amir Muhammed Yakub Khan has come down to pay his respects and to make his submission to the British Government. They now hope that the event will secure peace in every sense of the word, and that provisions will become cheaper than at present and trade improve. The people are of opinion that the Government should not relinquish possession of the strip of country between the mouth of the Khyber Pass and Daka, which has ever been a hot bed of crime, and a harbour for the shelter of criminals from Cabul and the British territory. They also invocate the occupation of Kurram, Tirah, and Pishin on the Kandahar border.

Educated classes think that, as during the period of hostilities, Amir Yakub Khan had issued letters and proclamations to the different tribes residing in Afghanistan, instigating them to wage war with the English, he should now issue a notification under his hand and seal to inform his people that peace has been concluded between him and the British Government, and warning the several tribes that if they henceforward commit any hostile act against the English, he and the British authorities will join together and punish them. The promulgation of such a notification would have a good effect in securing peace to the people.

The Amir should be barred from exercising, in future, any influence on the people of Bajoor, Swat, and Buner, and the Mohmunds residing in the country along the banks of the Landa stream or in the neighbourhood of Michni and Shubkudar, they being declared to be within the rule of British influence alone, and punishable by the British authorities only for their misbehaviour.

The Ghilzais, the Khugianis, the Mirjan Khels, and the people of the other tribes who were hostile to the English, should be forgiven for the sake of the Amir. The sons of the late Nowroz Khan should be treated with a leniency for their conduct in deserting the British authorities at the instance of Amir Yakub, they being His Highness' cousins. It was for the sake of Yakub that their father was ruined. The Amir hates Muhammad Shah Khan, the Khan of Lalpura, and the brothers of that chief ; but as they rendered services to the British Government during the present campaign, something should be done to acknowledge those services.

If the British Government grants any monetary help to the Amir, the chief should be bound to expend such moneys under the superintendence of British officers, and not to permit his court to make disbursements without such superintendence, as was the case with the late Amir Shere Ali, whose independence in this respect caused him to assume a refractory spirit in the end.

Until the conditions which the Government may deem proper to impose upon Yakub, and until the treaty has been executed and ratified, the British troops should continue to remain at the points where they are now encamped, as no reliance can be placed in the rustic Afghan tribes for good faith.

PRIESTS FOR AFGHANISTAN.—Reverend Fathers George Brown, J. Allen, J. Endover, and John Burke, of the Order of St. Joseph, appointed by the Holy See for service in Afghanistan, left Madras on Friday evening last by the mail train *en route* for their destination. The Rev. J. Bower of the same order, Principal of St. Mary's Seminary, accompanied them as far as Poonay.

## BOMBAY.

THE following programme will be played by the band of the 9th Regiment N. I. at the Gymkhana this evening :—

Overture..............Military ........................Embury
Selection..............Concertino.......................Muller
Valse....................Mein Schonster Tagin Berlin.Gung'l
Quadrille..............Huldigunge ...................Seifert
Valse....................Lord Lovell's...................Laurent
Galop ..................Unter Donner und Blitz ......Strauss

THE inspection by the Sanitary Officer of vessels entering the port of Goa and other ports from Bombay has been abolished, and the Portuguese Consul of Bombay is directed to give timely notice to the authorities of any outbreak of a contagious disease occurring under his jurisdiction.

WE understand that Dr. J. N. Fonseca (the author of the "History of Goa") is about to leave for Goa, and that soon after he will proceed to Portugal with the object of collecting materials for a work which he intends to write on the rise and fall of the Portuguese Empire in the East. On Monday last a large number of his friends and countrymen presented him with an address in recognition of his services on behalf of the Portuguese community here, and we hear that a subscription is on foot to raise funds for prizes to be established in his name in connection with the girls' schools at Goa.

SERIOUS MISCHIEF.—We hear that a crowd of native boys gathered about the stables of Mr. Hearn, the Public Prosecutor, the other day, and deliberately set about annoying and frightening two valuable horses belonging to that gentleman. The consequence was that they broke loose and scampered away, and before they could be captured they had done themselves such serious injury as to render them unfit for further use.

THE Kurrachee *Gazette* says :—We are able to report that there have been no fresh cases of cholera among the European troops. The men of the 66th who were under canvas have been moved into barracks, and are still kept isolated. With the weather as it is at present, it would be extremely dangerous to keep European troops in tents. As it is, we are sorry to report another unfortunate case of death as occurring on the 24th inst., in the 66th, from "heat apoplexy."

A KURRACHEE paper says that the thermometer in the shade on Sunday last at noon was at 110°. The same paper says :—"Four Europeans died of heat apoplexy in the General Hospital last Sunday. They were taken there for treatment, but at a stage when all hope of recovery had past."

A REFRACTORY SEAMAN.—John Mackay, a seaman of the British ship Mallowdale, was yesterday sentenced to four weeks' rigorous imprisonment by Mr. C. P. Cooper for wilful disobedience, in refusing to do duty on board that ship, of which he was an articled seaman.

ASSAULTING A POLICEMAN.—A Hindu, named Arjoon Mahadew, was yesterday fined Rs. 20, or in default to one month's rigorous imprisonment, by Mr. C. P. Cooper, for assaulting a native police constable at the Bori Bandar station while in the execution of his duty.

A CASE OF BRANDING.—A Hindu woman, named Essoo, residing at Funneswady, was yesterday convicted by Mr. C. P. Cooper of voluntarily causing hurt to Luxmee, woman, prisoner's brother's wife, by means of a heated iron nail. She was sentenced to four months' rigorous imprisonment.

CHEATING.—A Hindu, named Gunput Gungaram, was yesterday convicted by Mr. W. Webb of cheating by dishonestly inducing the delivery of Rs. 2-10, belonging to Jaisun Bhawun. He was sentenced to two months' rigorous imprisonment.

COMMITTED TO THE SESSIONS.—A young Mahomedan woman, named Sarahbee, was yesterday committed by Mr. W. Webb for trial at the next Criminal Sessions of the High Court, charged with causing her husband to partake of bread containing powdered glass, with intent to do him serious hurt. The couple, it appears, were living very unhappily together, owing to the husband's ill treatment ; and on the 12th instant she added a quantity of powdered glass bangles to a *chuppati* which she had made for his consumption.

GIVING FALSE INFORMATION TO A POLICEMAN.—A Mahomedan, named Esau Ludha, was yesterday fined Rs. 50, or in default to one month's rigorous imprisonment, by Mr. W. Webb on being convicted of falsely informing a native police constable of an alleged theft with intent to injure Mahomed Fakeera, there being no reasonable ground for such information.

FOUND DROWNED.—A Coroner's inquest was held yesterday at Bori Bandar on view of the body of a Mussalman man, which was found floating on the surface of the water in the Carnac Basin on that morning. The following verdict was recorded—"That the death of the deceased was caused by drowning in the sea, but under what circumstances he was drowned there is no evidence to say."

FATAL ACCIDENT ON BOARD THE S.S. ORIENTAL.—A Coroner's inquest was held yesterday on view of the body of a Mahomedan lad, named Shaik Ameer Shaik Bunnoo, who was a passenger by the B. I. S. N. Co.'s steamship Oriental, which arrived in this harbour yesterday morning. Deceased had been suffering from fever, and was in a feeble state ; and while lying on deck where a number of baskets containing potatoes were slung up above him, one of the baskets gave way and fell on the deceased, from the effects of which he died almost immediately. A verdict of accidental death was recorded.

CORPORAL PUNISHMENT.—A Hindu, named Gungaram Limbajee, was yesterday sentenced by Mr. W. Webb to receive thirty stripes, he being a notorious character, for stealing a brass neck ornament from the person of a little girl. Another Hindu, named Babajee Nagoo, servant to a Mr. Bromley, was also sentenced yesterday to receive twenty stripes, for stealing a quantity of gram, the property of prisoner's master.

THE TRAFFIC ON THE G. I. P. RAILWAY.—The increase in goods traffic on the G. I. P. Railway for the week ending 24th May 1879 was 105,668 maunds, and in money Rs. 65,263. The quantities carried and the earnings compare with 1878 as follows :—

| Description. | Week ending 24th May 1879. | Week ending 25th May 1878. | Increase. | Decrease. |
|---|---|---|---|---|
| COTTON— Weight ...... | Mds 1,01,988 | Mds 1,16,018 | ... | Mds 14,030 |
| Amount ...... | Rs. 1,11,358 | Rs. 1,23,754 | ... | Rs. 12,396 |
| WHEAT— Weight ...... | Mds 54,765 | Mds 49,813 | Mds 4,952 | .. |
| Amount ...... | Rs. 34,314 | Rs. 31,179 | Rs. 3,135 | .. |
| GRAIN AND SEEDS— Weight ...... | Mds 2,39,834 | Mds 2,28,677 | Mds 11,157 | — |
| Amount ...... | Rs. 1,50,695 | Rs. 1,27,943 | Rs. 22,752 | ... |
| SALT— Weight ...... | Mds 81,955 | Mds 77,985 | Mds 3,970 | ... |
| Amount ...... | Rs. 41,769 | Rs. 41,697 | Rs. 72 | ... |
| OPIUM— Weight ...... | Mds 1,577 | Mds. 1,838 | — | Mds 261 |
| Amount ...... | Rs. 5,771 | Rs. 6,895 | .. | Rs. 1,124 |
| P. GOODS AND TWIST— Weight ...... | Mds 16,220 | Mds. 13,096 | Mds 3,124 | .. |
| Amount ...... | Rs. 23,223 | Rs. 19,778 | Rs. 3,445 | ... |
| GENERAL GOODS— Weight ...... | Mds 2,39,641 | Mds 1,92,885 | Mds 46,756 | .. |
| Amount ...... | Rs. 1,55,326 | Rs. 1,05,947 | Rs. 49,379 | — |
| TOTAL— Weight ...... | Mds 7,85,980 | Mds 6,80,312 | Mds 1,05,668 | .. |
| Amount ...... | Rs. 5,23,456 | Rs. 4,57,193 | Rs 65,263 | .. |

THE TRAFFIC ON THE B. B. AND C. I RAILWAY.—The increase in goods traffic on the B. B. & C. I. Railway for the week ending 24th May 1879 was 65,018 maunds, and in money Rs. 32,573. The quantities carried and earnings compared with 1878 are as follows :—

| Description. | Week ending 24th May 1879. | Week ending 25th May 1878. | Increase. | Decrease. |
|---|---|---|---|---|
| COTTON— Weight ...... | Mds 41,057 | Mds 16,783 | Mds. 24,274 | ... |
| Amount ...... | Rs. 29,518 | Rs. 14,025 | Rs. 15,493 | ... |
| GRAIN— Weight ...... | Mds 65,106 | Mds 64,396 | Mds 710 | — |
| Amount ...... | Rs. 16,474 | Rs. 16,093 | 381 | ... |
| JAGREE— Weight ...... | Mds. 11,706 | Mds. 6,030 | Mds 5,676 | .. |
| Amount ...... | Rs. 6,828 | Rs. 3,137 | Rs. 3,691 | ... |
| OPIUM— Weight ...... | Mds 483 | Mds. 1,638 | ... | Mds 1,155 |
| Amount ...... | Rs. 1,222 | Rs. 4,141 | ... | Rs. 2,919 |
| P. GOODS AND TWIST— Weight ...... | Mds 4,778 | Mds 5,562 | ... | Mds 784 |
| Amount ...... | Rs. 4,722 | Rs. 4,789 | ... | Rs. 67 |
| SALT— Weight ...... | Mds 52,267 | Mds 47,025 | Mds 5,242 | ... |
| Amount ...... | Rs. 11,343 | Rs. 8,775 | Rs. 2,568 | ... |
| SEEDS— Weight ...... | Mds 17,721 | Mds 15,668 | Mds 2,053 | ... |
| Amount ...... | Rs. 7,217 | Rs. 5,976 | Rs. 1,241 | ... |
| SUGAR— Weight ...... | Mds 3,883 | Mds 4,170 | — | Mds 287 |
| Amount ...... | Rs. 2,135 | Rs. 2,245 | .. | Rs. 110 |
| GENERAL GOODS— Weight ...... | Mds 1,57,410 | Mds 1,28,121 | Mds 29,289 | .. |
| Amount ...... | Rs. 47,996 | Rs. 35,701 | Rs. 12,295 | .. |
| TOTAL— Weight ...... | Mds 3,54,411 | Mds 2,89,393 | Mds 65,018 | .. |
| Amount ...... | Rs. 1,27,455 | Rs. 94,882 | Rs. 32,573 | .. |

## GRANT ROAD THEATRE.

THE play-goers of Bombay will have a treat to-night in being once more able to witness Miss Firmin in her great speciality in the protean play of "In and out of Place," in which she will display her versatility in English, Irish, French, Spanish, and Dutch impersonations, with songs and dances. She will also sing in character a native Hawaiian song, and Tennyson's milk-maid song from "Queen Mary." The entire bill is a good one, and will no doubt fill the theatre.

## THE MUNICIPAL CORPORATION.

A VACANCY having occurred in the Bombay Municipal Corporation by the death of Mr. Cowasjee Maneckjee Limjee, we understand Mr. Jehangeer, the adopted son of the late Sir Cowasjee J. Readymoney, Kt., C.S.I., has consented to stand as a candidate in the Fort Ward. He has been promised the support of the ratepayers, chiefly the Parsi and Hindu portion, but we have no doubt that he will also have the support of many Europeans out of respect to the memory of the late Knight.

## BOMBAY GYMKHANA—CRICKET.

THERE will be a pick-up game to-day, weather permitting, commencing at 2-30 p. m. Gentlemen are requested to be punctual.

M. R. WYER, Honorary Secretary, Cricket, Bombay Gymkhana.

PAGE'S CRICKET-BATS, BALLS, &C., Foot Balls and Lawn Tennis. Manufactory, Kennington, London.

## THE WRECK OF A PATTIAMAR.

WE have received the following account of the wreck of a pattimar—some particulars of which we have already published—written by one of the survivors. The letter is so unique in its simple and pathetic narration of the disaster, that we should only spoil it by any attempt to improve its style :—

Referring to your yesterday's paper concerning the patmar wreck, I beg to write you this following correct information, my being one of the survivors.

On the 21st instant at 6 P. M. the patmar left Bombay bound to Goa, and on the 23rd we were near Rutnagherry at about 3 P. M. On that day the sea all of a sudden grew very strong, and the wind being very much against that direction we were driven back again to the north and were thrown on the rocks at Manooree, a place close to a B. B. and C. I. R. Co., Goregam Station. The patmar was wrecked. 2 children, 5 women, and 2 men were lost, while the passengers and crew saved. When we were all thrown into the sea I had a sister-in-law in the boat whom I took with me, and by chance we happened to meet with a rock on which we rested ourselves for nearly 3 hours. At last when the tide began to come and the water beginning to rise by degrees we had to strip off ourselves and jump into the sea with a long piece of cloth tied round the wastes of both of us to protect from getting both of us drowned at the same time, because both of us knew to swim. But what we had to see when we arrived on the shore ; two men of that country had collected all the furniture that was thrown by the waves on the banks, and were breaking the boxes that were locked up instead of helping the people who required assistance ; at the sight of which I was very much frightened lest they should think me the owner of the boxes and throw me back again in the sea ; and although I was very much tired and fatigued both to speak and walk, I encouraged myself and creeped along the road, with my sister-in-law, which I could only discover them until I met with the other comrades of mine who had escaped also from that boat. I would be very much thankful for any one who may be the authority of that district if he would kindly inquire into this matter, and inform me in the same way what they had done with the furniture which they found.

## DIVINE SERVICES.

### METHODIST EPISCOPAL CHURCH.

PUBLIC SERVICES as follows : on Sundays, at Falkland Hall (back of Grant Road Theatre), 8 a. m. and 6 p. m., and at Dean Hall, Fort, (back of old Secretariat), and old Dockyard Road, Mazagon, at 11 a. m. and 6 p. m. Also at each place, Mondays and Thursdays 7-30 p. m. English speaking natives are cordially invited.

## ADDITIONAL PASSENGERS BY THE HOMEWARD MAIL.

THE P. and O. Co.'s s. s. NIZAM, Captain A. E. Barlow, sailed yesterday for Southampton with the Europe Mails and the following additional passengers :—

For Southampton—Captain W Swing, Mr W Finlayson, Mr W Everstone, and Mr J Mells.
For Venice—Revd Mr Young.
For Gibraltar—Revd Mr Rodrigues.
For Aden—Sheriff Alli, Mahomed Johar and 6 friends, Nujmoodin Allibhoy and Abdool Khayoom and 2 friends.

## SUICIDE BY A PARSEE.

A CORONER'S inquest was held yesterday at Dhobie Talao on view of the body of Hormusjee Pestonjee Bennett. Deceased was a barrister-at-law, and had been of unsound mind for the past two years and a half. It appears that while walking with some of his friends on the Esplanade on Thursday evening he suddenly jumped into a well and was drowned before assistance could be got to rescue him. The following verdict was recorded—"That the death of the deceased was caused by his having, whilst of unsound mind, committed suicide by drowning himself in a well."

# INDIAN EXTRACTS.

## SERIOUS ACCIDENT AT THE MADRAS GUN CARRIAGE FACTORY.

### SIX PERSONS INJURED, TWO VERY SEVERELY.

A VERY serious accident occurred at three o'clock on Tuesday afternoon at the Gun Carriage Factory. While a grinding stone, eight feet in diameter and fourteen inches thick, was in motion, being worked by a steam engine, grinding a portion of a limber for a forty pounder, the stone suddenly broke and, getting out of its bearings, went against the large beam of the shed in which it was at work with such force that the beam was shattered to pieces and several rafters of the shed were also very seriously damaged. The pieces of the stone then in falling to the ground struck six of the men who were at work near by. One man was picked up in almost a lifeless condition, and another was nearly as bad, while the other four had rather severe wounds. The injured men, five natives and one East Indian, were at once senton by Colonel Kerrick, the Superintendent of the Factory, to the General Hospital, where they received the immediate attention of Dr. Cockeril. Two of the men were said to be in a very precarious state at a late hour on Tuesday evening, very little hopes being entertained of their recovery. It is said that the stone was a new one and was being used for the first time when the accident occurred. Colonel Cadell, the Inspector General of Ordnance and Magazines, visited the Factory in the evening and made careful inquiries regarding the accident and the men who were injured.—*Madras Times.*

## THE CALICUT STAMP CASE.

TO THE EDITOR OF THE "COCHIN ARGUS."

SIR,—Perhaps your readers are not aware that the District Magistrate (Mr. Logan) who directed Mr. Gantz's prosecution for stamping a document with an anna stamp whereas it should have borne an eight anna stamp was himself lately (March) caught tripping on a question of stamp to the amount of Rs. 2,950.

In the Attapady Valley case in which the Govt. are suing certain so-called trespassers for the recovery of the valley, Mr. Logan as plaintiff signed and presented, in the Sub-Court of Calicut, a plaint with a stamp of Rs. 47 affixed, the value of the disputed property being over Rs. 200,000 !

The Sub-Court actually filed the plaint, doubtless, on the good old maxim of constitutional law "the king (in Malabar-Collector) can do no wrong." Soon after the case was removed to the District Court, Calicut, and the District Judge, who has a soul above Papal and Collectorial infallibility, at once called on the plaintiff to supply the deficient stamp amounting to Rs. 2,950 odd.

This plaint, be it known, was drawn up by the Govt. Pleader of Madras, a legal great gun, with a retaining fee alone from Govt. of £600 a year : was signed and verified by the Collector : put into court by his local representative, the Govt. Pleader of S. Malabar and filed by the Sub-Judge.

Thus *four* Govt. Officials, (three of them of high standing) have put their devoted heads together over this plaint, and been found wanting in their knowledge of the stamp laws by the learned District Judge, Mr. Wigram.

What a splendid opportunity this would be for Mr. Overbury to surpass himself if Govt. would but sanction the prosecution of the erring quartette. One could fancy him sentencing them all to fines of ever so many thousands of rupees, and propounding the most elaborate and logical of reasons for so doing.

"You, 1st accused," (Mr. Logan) he might perhaps say, "are not only a member of the great Civil Service of Her Imperial Majesty, but you are also Collector of the District of Malabar. As such, you are by virtue of the stamp laws, the chief controlling authority in the district, on all questions relating to stamps and the Stamp Acts. It is one of the first duties of a Collector to make himself thorogh master of the stamp laws, even though the framers of those laws themselves would often be at their wits end to explain some of their provisions. However, that is neither here nor there. Every man is supposed to know the law and above all a Collector, who is placed on authority above other men, is supposed to know every thing. If you had presented this plaint in the Court of a European Judge I should not have thought so much of it, as he would doubtless have seen through your error and corrected you. But you presented it in the court of one of 'our native friends,' well-knowing that we, the 'white Brahmins' of the country, are looked upon by them as having the power of doing pretty well as we like, with no one to call us in question. I must therefore sentence you to pay a fine of Rs. 10,000."

"As for you (2nd accused Mr. Handley) are not only an Advocate of the High Court of Madras, but also an English barrister and one of the legal advisers to the Government of Madras. As an individual you are supposed to know the law, but above all as Government Pleader of Madras. I therefore sentence you also to a fine of Rs. 10,000."

"As for you, 3rd accused" (Sub-Judge of Calicut, a Moodelliar Tanjore,) "living as you do under the benign sway of Her Imperial Majesty, I think a nominal fine will meet the justice of the case, and I shall therefore fine you 8 annas. Though you are a mild Hindoo, and have your head shaved daily, I would advice you, my native friend, to sit in Court without your turban, so as to keep your head as cool as possible, and avoid making mistakes."

"You, 4th accused, (Government Pleader of Malabar) are neither fish, flesh, nor fowl, but quite a bucha, so I shall sentence you to receive 12 stripes with a thin rattan under the supervision of the Civil Surgeon, who will be directed to put you, my native friend, under chloroform, before administering the punishment, and may the good Doctor have mercy on your—posteriors !"

X. Y. Z.

## THE FIRE ON BOARD THE S. S. AUSTRALIA.

THE P. & O. S. N. Co's. S. S. Australia was discovered to be on fire in the after hold, just as she was leaving yesterday Marsamuscetto harbour. The assistance of H. M. Dockyard was at once telegraphed for, and the Escort, with boats from the fleet were soon upon the scene. The fire being below three decks, in the midst of the cotton, proved most difficult to get at, the heat driving back the experienced Naval firemen with their smoke caps, which were thus rendered useless. The cabin deck was scuttled, and large volumes of water poured upon the fire, also the steam fire extinguishers, which had been kept up at full pressure from the first, but without avail. As a last resource, finding the fire gaining ground the whole of the ship's pumps with those of the Escort, were directed to flood the after hold. Several times after it was thought that sufficient water had been poured down, the attempt was made to get at the seat of the conflagration, but in each instance the men were driven back ; at last the whole of the hatches were battened down, the steam fire extinguishers turned on at 70lb pressure, and the ship's pumps with those of the Escort, directed so as to flood the vessel. The fire was thus got under at 5 o'clock this morning, and the vessel is now under discharge. Nothing could exceed the promptitude displayed by Admiral Luard, who was himself on board, and the Dock Yard Staff, and it is only another instance—we believe the sixth—of the value of such a steam floating engine of such power as the Escort. The damage of the vessel is trivial, and she will leave on Monday, as soon as the cargo is re-embarked. —*Malta Times, May 5.*

THE Queen was by no means undisturbed by business during her holiday at Baveno. Between the 25th March and the 21st April Her Majesty received at the Villa Clara no less than 364 telegraphic despatches, or at the rate of 28 a day. The average length of these despatches was from 100 to 300 words, but on the 21st April there was one of no fewer than 600 words, relating to the campaign in Zululand.—*Vanity Fair.*

## INTERESTING ITEMS FROM BURMAH.

(*Civil and Military Gazette.*)

A CONTRIBUTOR, who was for some time in the service of the late King of Burmah, has forwarded to us some information about the country, which (as matters there have not very much changed since he left it) is at the present moment of some interest. It appears that the late King was very anxious on the subject of ironclads and fortifications, and at one time went so far as to procure all the materials for iron works, from the furnaces for the smelting of ore, down to the mills for rolling the armour plates. The works were never even commenced, although many thousand pounds' worth of machinery were ordered and sent out from England. It was proposed to build the works on the Irrawaddy about 8 miles below Mandalay, and the construction of two forts, one on either side of the river at the same point, was also contemplated. The Burmah masons not knowing anything about building with stone, the forts were to be built of brick, and mounted with 4 guns to each, and it was believed that this would effectually prevent hostile vessels from passing further up the river. The Burmese guns are said to be of the very worst construction. Formerly it was the practice to test guns on their issue from the arsenal, but as every gun invariably burst at the first trial, the experiment was considered too expensive and the practice was abandoned. More than 50 per cent. of their small arms are said to be of the old flint and steel type, and are comparatively worthless ; while, as regards the military tactics of the nation, the former Army Instructor (who was succeed by Colonel Wyndham) is said to have derived all his knowledge of the subject from an experience consisting of 12 months' service with an Indian Volunteer Corps. The city of Mandalay, with the palace in the centre, forms a square, and is surrounded by four brick walls, each wall being three-quarters of a mile long and 20 feet in height ; 9 feet thick at the base, finishing off at the top to 3 feet ; all the slope of the walls being inside, where earth is also packed up to a height of about 12 feet. There are three entrances on either side, and the 12 great doors are shielded on the outer side by blocks of brickwork. These walls are again surrounded by a mote 50 feet wide ; the inner edge of which is about 35 feet from the city walls. The city, with its walls and moat, is considered by the Burmese army impregnable. The whole force of the Burmese army may be said to be concentrated at Mandalay, and it is believed that the actual influence of the King and his Court does not extend beyond a radius of 50 miles around the capital, and a few miles on either side along the banks of the Irrawaddy.

## CHOLERA IN THE PUNJAB.

UMBALLA, MAY 21.

I REGRET that so many of my recent letters should have commenced by allusions to cholera ; but I must be excused on the ground that it is almost the first subject of conversation between any individuals casually meeting. Whether it is that the railway disinfecting measures have been successful, or that the travelling of the tainted class, the pilgrims, has ended, it is pretty certain that the disease has been very nearly expelled from the railway carriages. That it was communicated through this medium is almost certain. Among the natives the cases were too prominent to permit of doubt. But a notable instance occurred in the 15th Hussars, who recently travelled from Mooltan to Meerut by rail in returning from the front. Of eight men attacked by cholera on their return to Meerut it was proved that they all had travelled together in the same third class compartment of a particular carriage. From incidents like these Tommy Atkins is apt to get a funk on board. He will face any danger he can see or understand, but the mysterious, fell, Indian pestilence gets over him ; if he gets a touch of it, he thinks himself doomed. It is thought that this year the attacks have been remarkably deadly. Out of the men of the 68th at Mean Meer attacked, not one recovered.

Umballa was congratulating itself on having escaped from the scourge, until the other day when a sudden outbreak occurred which has caused much alarm. One case (fatal) occurred in a troop of the 6th Dragoon Guard (the Carbineers) there, and the troop was at once sent into camp in a thick or at least shady wood of babool near the city. In the 63rd Regiment three cases occurred, and two companies were at once marched out to the same place. The weather is intensely hot now, but the trees help to mitigate the sun's rays. The officers, too, have been assiduous in starting all sorts of games so that the men don't feel as if they were condemned convicts, but rather as being out on a pic-nic under the shade of a patent brick kiln. Among the natives, however, the losses have been extensive The artillery-bazaar has been almost decimated. The sudder bazaar has as yet been entirely free. Private compounds have many cases, sometimes three or four, in one day. One officer here had two cases among his servants, and was driving off in his dog-cart to the doctor's when his *syce* dropped down before him, and was taken in to the house dying. Round the race-course, which is to the east of the bazaar, several cholera hospitals have been established, and these have daily a considerable number of cases brought in to be treated.

Jumping from Umballa to Jhelum and Pindee, we find the disease still raging along that line. At Jhelum the Postmaster lost his wife and two daughters in two days. And among the coolies on the works it is said to be very virulent. Between Sealkote and Jummoo the road is under quarantine ; at Jummoo itself the death-rate had become frightful. Some Hindoo doctors, trained in Calcutta, are said to have been imported recently, and they are doing good work, but the fatal cases are very numerous. The Maharajah and the chief officers of his court have removed from Jummoo to a small village about four miles off, where he has a large private bungalow or palace.

As I write, I am informed that the outbreak in Umballa is being got under command, and to-day the restriction upon the sale of green vegetables has been removed.—Correspondent of the *Statesman.*

## WANTED—A JUDGE AT BELLARY.

A MAN who was sentenced to death at the last Sessions at Bellary has had a very good chance of escaping the hangman, through circumstances over which the hangman had no control. The Judge, Mr. Wilkinson, who sentenced the prisoner, obtained a short furlough leave and started for England, without signing the death warrant against the prisoner, and there being no other Judge at Bellary, there was no one who could give the necessary order for execution. The Government sent telegrams after the Judge, and ordered him to come back, but Mr. Wilkinson on getting home was obliged to take leave on medical certificate. The Government was accordingly obliged to appoint a special Judge to hang the prisoner condemned by Mr. Wilkinson. A native correspondent writing from Bellary gives the following particulars of this curious case :—

"All the Courts but the District and Sessions Court were reopened on the 12th. Mr. Wilkinson, the Acting Judge, went to England on the 8th March, and will not come back. He has taken sick leave. The Government has not appointed anyone to act as District Judge as yet. The witnesses in thirty Sessions cases, who were bound to appear on the 8th May, are in attendance, and feel it a great inconvenience to stay at Bellary. Many of them are cultivators, and the recent rains made them anxious to return home. We hope the Government will send a new judge at once. It appears the Acting Judge, Mr. Wilkinson, who obtained one month's privilege leave, in addition to two months' Court vacation from the 10th March, left Bellary for England on the morning of the 8th idem, without waiting the orders of the High Court, in a murder case, and without giving over charge of his Court either to Sub-Judge or Sheristadar ; that after Mr. Wilkinson's departure the High Court sent their orders to hang the prisoner in the murder case ; that the Sheristadar asked the High Court to sign the death warrant, as the Judge was absent ; that the High Court thought that only the Sessions Judge could sign the warrant, and asked the Government to appoint another Judge for one day to sign the warrant ; that thereon the Government appointed Mr. M'Carthy as Acting Sessions Judge, and directed him to go to Bellary, sign the warrant, and return to his duties at Cuddapah, and, at the same time, cancelled the additional month's leave given to Mr. Wilkinson, and converted the vacation leave into privilege ; and ordered him (Mr. Wilkinson) to come back on the 8th May, instead of 10th June, 1879 ; that Mr. Wilkinson obtained sick leave and stayed in Europe ; and that Mr. Knox, the acting Sub-Collector, is daily expecting orders to act as Sessions Judge. Our acting Collector, Mr. Gordon, is expected to come back by the 17th June."—*Madras Mail.*

# EUROPEAN AND OTHER EXTRACTS.

## ASIATIC RAILWAY SCHEMES.

(*Correspondent of the Standard.*)

PARIS, MAY 5.

A SHORT time back I sent you a sketch of some of the Russian railway schemes in Central Asia. I now forward further important details concerning other projected lines destined to place Europe in direct communication with India.

It is proposed that Baku shall be the starting point for several lines. A concession was obtained in 1875 for the construction of a line five hundred and fifty-four kilometres in length from Baku to Tiflis, to join the railway from Tiflis to the Black Sea, as an extension of the line from Vladikaukas to Tiflis. It is proposed to make a railway from Tiflis to Erivan, which from this latter town will follow the course of the Arax as far as Djulfa, on the Persian frontier. A company obtained the concession of this line also in 1875. The line from Baku to Tiflis is to run down the Valley of the Kur, and will be easy of construction. On the other hand, the projected railway straight accross the Armenian highlands to Erivan may be considered as impracticable, for the country through which it would pass is but a labyrinth of mountains and valleys with narrow passes, one of which reaches an altitude of 2170 metres. It is only natural Russia should desire to establish railway communication with this country, especially since her recent conquest of Kars and Ardahan. This, however, could be more conveniently effected by a line from Breti, a station on the Tiflis-Poti Railway. From this place, which is at an altitude of 737 metres, a line could be easily constructed in the Valley of the Kur, by the side of the military road, as far as Achalzik, situated at 1,129 metres above the level of the sea. From this spot it would run up one of the valleys of a tributary of the Kur and by means of a tunnel reach without meeting with any very great obstacles the district of Tochorochon and the recently-acquired Russian haven on the Black Sea, Batoum. This line would form a more convenient line of communication between the Black and Caspian Seas than the railway from Poti over the Suram Pass, on which there is an incline of one in twenty, a thing unheard of in Europe, and over which special mountain engines can draw no more than two or three railway carriages at a time.

Connection with the Persian railways can only be established conveniently by a line from Baku. With this aim in view there have been two lines proposed. The first would start from Baku and run along the shore of the Caspian Sea as far as the Creek of Enseli, on the southern shore of which it would reach the important commercial centre, Resht. According to the second plain the line starting from Baku would run through Saljan to Djulfa. To which line preference will ultimately be given depends upon the direction given to the Persian railways. The Russian General Falkenstein obtained the concession of a line from Djulfa to Tauris from the Persian Government in 1875. Nothing, however, has yet been heard about the carrying out of this project, and it is, moreover, still doubtful where the chain of mountains on the south of the Caspian Sea can be crossed. Speculators of all nationalities are competing for the concession of the Persian railways, but the prospects of ulterior profits do not appear so great as to make them indifferent to the necessary support of the Persian Government. It is, however, probable that at least one main line to the Persian Gulf will be constructed. Bushire is the most commercially important town in this part of the country ; but from an engineering point of view Bunder-Abbas would be the most convenient terminus for such a line.

Before settling upon the direction to be given to such railways many things have to be considered, techinical difficulties to the English project as well as the Caucasus scheme. The line would extend as far as the Indian town, Kurrachee, at the mouth of the Indus. M. de Lesseps would finish his line at Peshawur on the extreme north-western frontier of India. The English scheme consisted of a line running through European and Asiatic Turkey, the Bosphorus being crossed by an immense bridge ; but this project, owing to the natural difficulties which lay in its way, has been almost abandoned. M. de Lesseps would carry his line from Tashkend southward to the Hindoo-Koosh Mountains, which he would cross by means of a gigantic tunnel in the neighbourhood of Bamian, to the west of Kabul. Later, M. de Lesseps considered that it might be possible to constuct a line over Kashgar and the impassable Karakoram Mountains, and then through Western Thibet. Such bold projects proved, however, too much for even his most enthusiastic Russian partisans, who, nevertheless, fell into the mistake of considering that it would be possible to construct a railway which would cross the Hindoo Koosh Mountains, in Badakshan, by the Nukschan Pass, the way to which is barred by an immense glacier. The Caucasus line has the advantage of being the shortest, and if the projected line from Baku, through Persia, to Bunder-Abbas is not so short, it is at least less than through European Russia and Central Asiatic Russia. Moreover, the advantages of Kurrachee instead of Peshawur as a terminus should be borne in mind, the latter place being situated in an out-of-the-way corner of the Indian Empire, whereas the former town forms, so to say, the middle point on the North-Western frontier of India. Doubtless the construction of a line of railway over the Persian highland country and down to the southern coast may meet with great difficulties ; but it is already ascertained that no passes, rivers, morasses, or uncultivated wastes bar the way.

The maps of Beluchistan are so imperfect that a correct idea of the difficulties which the construction of a railway along the coast would meet with cannot be formed, but it is certain that the construction of this line would be easier than the projected line of Teheran, Meschéd, Herat, Kandahar, and Khelat. This is proved, without taking into account the experience of the English army in the present Afghan war between Kelat and Kandahar by the report of the Indian geologist, M. Henry Blandford. From a commerical point of view M. de Lesseps' scheme is to be condemned. In the discussion whether the junction with the Ural Railway should be effected at Nisni-Novgorod, or more to the north, in Kineschma, it was proved that not more than seven million hundredweights of metal is exported yearly from Siberia to Russia, and that scarcely two million hundredweights of merchandise is exported from Russia to Siberia. China, at one time the great outlet for Russian wares, buys less and less every year. With Persia, however, the case is different. Commerce with this country is steadily and rapidly increasing, and in 1876 amounted to a sum of twenty-six millions of marks of merchandise coming from or through Russia. In addition to this, in 1876 no fewer than fifty-four thousand six hundred and one travellers came from Persia to Russia, amongst whom there were thirty-two thousand five hundred and ninety-seven Persians. In the same year England imported into Persia goods to the value of about seven million marks by the seaports of the Persian Gulf, and took from this country merchandise valued at twelve million marks. The Persians of the present epoch cannot be reckoned among the civilised nations of the globe, but their wants are numerous and various. The mineral wealth and the riches in corn and fruit of the Northern Provinces, and the cattle and skins of the southern districts, cannot be easily estimated. European goods find a ready sale, and even in the most out-of-the-way towns European articles are seen in the bazaars. Even the Koran is printed and bound in Europe, and extensively imported into Persia. At the present epoch trade is, however, at the mercy of an arbitrary Government, which, by the stroke of a pen, can put an end to all commercial intercourse with foreign countries ; but such a state of things would be put a stop to by commercial treaties and the construction of railways. One of the great advantages of the projected line through Persia is that it would traverse a country with an established Government and peaceful people.

When M. de Lesseps, in answer to the objection that his Central Asiatic Railway would be endangered by the roaming tribes, compared it to the Pacific Railway of America, he forgot that there is no similarity in the two cases. In the Indian territory through which the American railway runs there are no longer forty thousand Indians, and those that remain are kept in subjection by the white settlers, and rendered harmless by the obligations and restrictions which are imposed upon them. In Central Asia, on the contrary, the roving tribes are still to a great extent masters of the country and the plague of the neighbouring States, and it is certain that they would not look favourably on the construction of a line of railway through their country. The inhabitants of Beluchistan, on the coast of the Persian Gulf, are accustomed to the sight of Europeans and steam vessels, and have, moreover, signed treaties for the protection of the Anglo-Persian line of telegraph. The traffic, it is true, would not be very great, and for that reason it is probable that the project will be delayed for some years. In the meanwhile communication with India can be effected from a station on the Persian Gulf. At the present time the voyage from Bombay to the Arabian coast by the mail boats which touch at Kurrachee and Muscat occupies seven days. By a direct voyage only half this time would be necessary. It is estimated that the railway journey from Bunder-Abbas to London would take eleven days, so that the journey to India would occupy a week less time than it does at present. Up to the present time England, for political reasons, has been against railway communication being established with India through Russian territory. A railway which would run along the sea coast of Beluchistan would, however, put an end to these objections, since this portion of the line, which in round numbers may be estimated at one thousand kilometres, must necessarily fall under British supervision. The island of Kishm, opposite Bunder-Abbas, was, some years back, with the consent of the Imam of Muscat, occupied by a division of Indian troops. In order to have the keys of the Gulf in their hands, as well as in the interests of commerce, the Indian authorities have long intended to establish a station on the south-eastern promontory of Arabia. This station would be very advantageously situated, since there is a splendid harbour, and the free town which it is proposed to build might, after the construction of the railway as far as Bunder-Abbas, become a second Singapore.

## RACING IN ENGLAND.

### THE CHESTER MEETING.

THE CHESTER TRADES CUP of 500 sovs., added to a handicap sweepstakes of 25 sovs. each, 15ft : winners extra. One mile and three-quarters.

Lord Dupplin's Reefer, by Lord Clifden—Weatherside, 4 yrs, 7st 1lb........................Luke 1
Lord Rosebery's Touchet, 5 yrs, 9st ......Constable 2
Lord Rosebery's Ridotto, 4 yrs, 7st 8lb ... C. Wood 3
Mr. P Lorillard's Parole, 6yrs, 8st 12lb (inc. 12lb ex.............................................Archer 0
Mr. Wadlow's Zucchero, 5 yrs, 6st 10lb ......Gallon 0
M. Jardine's Tam Glen, 4 yrs, 6st 5lb ......Hopper 0
Mr. Sherborne's Deluder, 5 yrs, 6st 4lb ..........Hinds 0
Mr. H. Hall's Astronomer, 4 yrs, 6st 4lb....Coates 0
Mr. Etches's Votary, 3 yrs, 5st 11lb...............Rowe 0
Mr. W. H. Manser's Mountain Ash, 5 yrs, 5st 9lb Barratt 0

Betting : 6 to 4 on Parole, 8 to 1 agst Touchet, 100 to 8 each agst Ridotto and Zucchero, 1,000 to 75 agst Reefer, and 100 to 6 agst Astronomer.

At the first attempt a capital start was effected, Reefer, Mountain Ash, and Ridotto being the first to break the line, they being closely attended by Votary and Astronomer, and these formed the leaders to the Deeside, where Deluder raced to the front, and carried on the running clear of Mountain Ash, Votary, and Astronomer, who were in a cluster, then coming Reefer and Zucchero, with Parole and Touchet in the rear. In this way they ran round the Grosvenor and Castle turn, and came into the straight the first time the pace being very fast. Here Deluder ran wide, and resigned the command to Mountain Ash, who raced past the stand in advance of Votary, Astronomer, and Reefer, these being clear of Tam Glen and Ridotto, while Parole and Touchet still brought up the rear, until passing the Workhouse turn, where Deluder became last. Before reaching the Railway turn to the Deeside again, Mountain Ash and Votary had had enough, and Astronomer, at the same clinking pace, took up the running from Zucchero and Reefer, Ridotto being beat, while Parole before reaching the five furlong post ran up to the heels of the latter, and Touchet was in advance of Mountain Ash, Votary, and Deluder. Before reaching the Grosvenor Turn, Zucchero had taken up the running, and Astronomer was also passed by Reefer, while Parole headed Ridotto. Directly this bend was made Reefer's jacket on the inside showed in front, and before the Castle pole turn was reached Astronomer and Zucchero, who were at his quarters, were closely attended by Parole and Lord Rosebery's pair. The first into the straight was Reefer, who, hugging the rails, gained a length, and Parole, at the same time passing Zucchero and Astronomer, took second place, closely hunted by Ridotto and Astronomer. Before the distance Parole was in difficulties, and was repassed soon afterwards by Ridotto, who went in pursuit of Reefer, and, though Touchet came with a wet sail from the Stand and passed both Ridotto and Parole he could never catch Reefer, who won by a length, a like distance separating second and third, Parole was fourth, Astronomer fifth, Tam Glen sixth, Zucchero seventh, the last three being Mountain Ash, Votary, and Deluder beaten off. Time by Benson's chronograph 3 min. 25 secs.

THE GREAT CHESHIRE HANDICAP STAKES of 20 sovs each, 10 ft., with 500 added ; winners extra ; second received 50 sovs from stakes, and third saved his stake. Grosvenor Course (nearly one mile and a quarter). 28 subs.

Mr. P. Lorillard's br g Parole, by imp. Leamington—Maiden, by Lexington—Kitty Clarke, by Glencoe, 6 yrs, 9st 8lb (inc 14lb extra)......F. Archer 1
Lord Dupplin's ch g Reefer, 4 yrs, 8st 6lb (inc 14lb extra).................................................Luke 2
Mr Legh's b c Sir Joseph, 4 yrs, 8st 11lb...Glover 3
Lord Rosebery's Ridotto, 4 yrs, 7st 11lb Constable 0
Sir J. D. Astley's Drumhead, 6 yrs, 7st 7lb...............................................C. Wood 0
Mr Acton's Thornfield, 3 yrs, 7st (inc 5lb ex).......................................J. M'Donald 0
Lord Wilton's gr c by Strathconan—Fragrance, 3 yrs, 6st 3lb.......................................Gallon 0
Lord Zetland's Flotsam, 4 yrs. 8st 9lb...Snowden 0

Betting : 9 to 4 agst Sir Joseph, 9 to 2 agst Parole, 5 to 1 agst Ridotto, 6 to 1 agst Flotsam, 10 to 1 agst Drumhead, and 12 to 1 agst Reefer.

Fragrance colt on the outside made play with a slight lead to the stand, where Flotsam led by about a neck, Ridotto going on third, with Reefer, Drumhead, and Sir Joseph next, and Thornfield last. In turning out of the straight Flotsam was just clear of Fragrance colt and Ridotto, and the American dropped back last, and was yet close up with his field. Along the Deeside the Fragrance colt was joined by Flotsam, the pair being closely followed by Thornfield and Ridotto, with Reefer and Drumhead next, and Parole still last to the Grosvenor-bridge, where he ran past Drumhead. Along the bottom the Fragrance colt held a slight lead of Flotsam, and the two were followed into the straight by Sir Joseph, Ridotto, and Parole, the last named only waiting for an opening. This he obtained at the distance, and coming through with a rush drew clear away from his field and won in a canter by three lengths ; a neck between second and third, and the same between the third and fourth, Ridotto being placed in the latter position ; Drumhead was fifth, and Fragrance colt next, the whipper-in of the party being Thornfield. Time, by Benson's chronograph, 2min. 13 sec. Value of the stakes, 767*l*.

THE DEE STAKES (sixty-seventh year) of 25 sovs each, 10ft, with 400 added ; second received 10 per cent. and the third 5 per cent. of the whole stake ; for three year olds ; colts 8st 12lb, fillies and geldings 8st 9lb, with penalties and allowances. About one mile and a half. 18 subs.

Mr. F. Davis's ch c Sunburn, by Martyrdom—Lady Speculum, 8st 12lb ........................T. Cannon 1
Mr. Acton's ch c Squirrel, 8st 12lb ....J. M'Donald 2
Lord Rosebery's b c Flavius, 8st 12 ........Constable 3
Mr. O. Scavenius's Mowerina, 8st 9lb......F. Archer 0
Sir W Throckmorton's Island King, 8st 12lb.Glover 0

Betting : 6 to 4 agst Mowerina, 7 to 4 agst Flavius, 7 to 1 agst Sunburn, 8 to 1 agst Squirrel, and 10 to 1 agst Island King.

Sunburn and Squirrel made joint running for about a hundred yards, when the latter settled down in front and came into the straight with a clear lead of Sunburn, Island King close up, third, and Flavius waiting in the rear. In

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this order they passed the stand, but in rounding the Workhouse turn Squirrel's lead was decreased somewhat. Making for the Deeside, however, he recovered his ground and went away four or five lengths from Sunburn. Approaching the five furlongs post Island King was done with and the two favourites began to draw up. Rounding Grosvenor bridge turn the lot took closer order, and the first to give way was the favourite, Sunburn closed with Squirrel coming into the straight, the pair being closely attended by Flavius. The latter was in trouble at the distance, and Sunburn always having the foot of Squirrel won very cleverly by half a length; a similar distance separated the second and third. Island King was last, beaten a long way. Time, by Benson's chronograph, 1min 49sec.

## A FAMOUS CANADIAN OARSMAN IN ENGLAND.

### MATCH ON THE TYNE.

On the 5th May, over the Tyne Championship Course—that is to say, from the Mansion House to the suspension structure at Scotswood, a distance of about three miles and three furlongs—was decided an aquatic contest of no ordinary moment. The competitors were Edward Hanlan, of Toronto, Canada, and John Hawdon, of Delaval-upon-Tyne, and the match was for stakes of £ 200 a side. The start was effected at 1-47½ precisely. Hawdon contrived to get the first good grip of the water, and so heavy a stroke did he take that he had covered nearly half a length before the Toronto man was on the move. The latter, however, was in no wise daunted, for he resolutely went at it, and leaning forward until is chin seemed almost to touch his knees he took a tremendous sweep with his sculls, following it up with another which drove him level. The Delaval man was striking 42 to the minute in his usual light style, but was progressing rather unsteadily, the spray flying from the blades of his sculls and his skiff being a little off her keel. The contrast between the style of the competitors was remarkable from the very outset. Hanlan, instead of driving away at 28 per minute, his customary pace, whilst exerting enormous power, was dashng in his sculls at the rate of quite 40, every stroke he took seeming to make his skiff almost fly along. Barely had he taken half a dozen pulls when he had secured a slight advantage, and he drew away from his man with almost amazing rapidity. Before one hundred and fifty yards had been covered he had a length to the good, the next moment he had drawn clear, and with one or two more terrific strokes when off the east end of Wylie's Quay, had left half a length of daylight between the boats; still he did not decrease his slaughtering stroke of 40, and accordingly of the east end of Skinner Burn he had another length to the good. He now received a signal from Bright to take matter easily, and he responded with lightning-like rapidity, dropping down at once to 32. Hawdon by this time had settled down into his well known staying stroke of 36, and his boat was travelling much better than was the case in the first rush of getting away, the time to the Skinner's Burn was 1 min. 18 sec. At the western end of the steamboat landing, the Canadian was leading by two and a half lengths, and he was then striking at about 30 to the minute. From this point he seemed to take very little more notice of his guide in the cutter, repeatedly looking round to see where he was going to, and seemingly fearful that he should encounter some floating rubbish. Hawdon, on the contrary, never took his eyes off Jas. Percy, and receiving a signal from that personage, he quickened up to 38. He, however, gained no advantage from this, as his steerage became very bad; at one moment he bored in towards the northern shore, whilst the next he pulled hard with his left, and veered out again as though afraid of bringing about a foul. About the foot of the Grindstone Quay Hawdon made a fine effort, sweeping his sculls through the water in beautiful style, and increasing his pace materially. His rival noticed the manœuvre, but did not respond in the slightest degree, and consequently allowed the Tyne man to approach within half a length of him. Hawdon continued his exertions, but do what he would he could not get alongside his opponent. For a few yards beyond Redheugh-bridge the latter, with a slight exertion, once again shot away. This circumstance was duly noted on board the official steamer, and 10 to 1 on the Canadian was offered in many quarters; some business was the result, for £1001 to £10 was accepted several times, the admirers of the Delaval representative no doubt thinking that the wonderful staying powers of Howdon might enable him to pull through at the finish. Getting even nearer to the bridge Hawdon still further quickened up to 40, but the Canadian would not suffer too great liberties to be taken with him, and bending down to work once more he went through the bridge with a lead of fully two lengths time, 3min 40sec. The moment the competitors rounded the bend just above this point, they experienced the full strength of the wind, and the water was very choppy right across the channel. Indeed, there was very little in the choice of positions. Hanlan got as near the northern shore as possible. Hawdon rowing nearly in his wake, and thereby perhaps experiencing a little back-wash. All along by the Lead Works the Poronto man was looking round, and picking his way most cautiously, and this step was not unnecessary, inasmuch as there was a good deal of rubbish and other *impedimenta*. Just below Cooper's Stairs, the American Champion commenced a series of manœuvres which were certainly never before observable in any great race in this country. Every now and then he stopped rowing completely, and seemed to be more bent on looking at the spectators inshore than in attending to business. It was remarkably comical to notice the style in which his head kept turning from side to side, and there were frequent bursts of laughter as he was noticed to be apparently admiring the scenery, and forgetting that he was not out on an afternoon's pleasure excursion, nor could it be said that the Tynesider was by any means settled, for he was going along in capital style, with a stroke of about 36, and of course whenever his antagonist indulged in a pause he pulled up considerably. Hanlan, however, repeatedly went ahead with the greatest ease, and though just off Cooper's Stairs he had barely a length to the good, the time to this point was 5min 43sec. Hawdon now dropped down to 36, the rough water seeming to puzzle him greatly. Still he feathered high, and avoided the waves, as the other sculler had done from the very outset. The cheering at this point was something immense, as the spectators on shore, of course, were not aware of what had transpired farther down, and seeing the men so close together they imagined the race was a pretty close one. Hanlan took a beautifully-judged course from the end of the New Quay Corner to the Dunn street Gangway. Making a straight run, and getting all the shelter available, whilst Hawdon was ploughing on through very rough water out on the river. The time to the bottom of Dunn-street was 7min 56 sec, the Transatlantic sculler having two lengths to the good. Not the slightest change occurred up to Waterson's Gates, one mile from the start, the time being 9min 4sec. Many thousands of people occupied the haughs at Low Elswick, and their plaudits were heartily taken up and responded to by an enormous mass of onlookers at the bottom end of the King's Meadows. Some rather strongly-worded "entreaties" were now levelled at Hawdon by some of his friends, and in response he quickened up materially, a movement which elicited a huge roar from the company on the Meadows. Hanlan was progressing in the most indolent style, stopping every now and again, and at length he allowed the Delaval sculler to decrease his lead to three quarters of a length. The former smiled pleasantly at the excited demonstrations made on shore, and shortened his strokes, apparently for mere amusement. Then he let out once more at the rate of 32, and rushed three lengths ahead, only to stop for about the twentieth time and have another look at the people. The time to Armstrong's Shearlegs (one mile and a half) was 13min 5 sec, Hanlan leading by a length precisely at this spot. The latter discerned a basket floating in the water, and he gave a comical twist of his head and turned round to have a good look at it. When nearing the floating obstruction he hoisted his sculls into the air, and allowed himself to drift past it, the quaint proceeding evoking another burst of laughter from the onlookers. Hawdon had now gone well over to the south to try and get some shelter under the lee to the Meadows, leaving his rival dashing through some very heavy waves, which repeatedly broke over him. Still the Canadian was as cool and collected as ever, and at the Elswick Gangway (time, 15min 3sec.) he was leading by two lengths. The two miles point is Armstrong's Platform, which was reached by the leading man in 17min 50sec. Here the water was in a truly bad state. Hawdon being by far the best off, and had he had much energy left in him he ought to have drawn away. Through the heavy waves, however, the Canadian went ahead with the utmost *sang froid*. On one occasion observing a heavy roller coming he burst into a broad grin and stopped sculling until it had passed, regarding those on the umpire's boat with a grimace as though to indicate that he considered that the proper way to act under the circumstances. His eccentricity of course took nearly all the way off his boat, and Hawdon profited by this to draw up nearly level. Hanlan again laughed heartily, and bending down to work with a few powerful strokes again credited himself with three lengths to the good. The head of the Meadows was reached in 20min 15sec. A hundred yards further on Hanlan accomplished a feat which we should imagine is entirely without precedent in this or any other country. Looking down into his skiff he ascertained that he had shipped a good quantity of water, and pulling a length or so more to the fore he quietly drew in his sculls, and stooping down preceeded to sponge out his boat. The novelty and absolute audacity of this trick regularly convulsed the spectators with laughter, whilst they could not help applauding the man who displayed such nonchalance. The circumstance, however, will give our readers an idea of the confidence the Toronto man had that he could win just as he liked. Really no further description of the race, if race it can be called, is necessary. Hanlan, striking 28, passed Paradise in 23min from the start, Hawdon putting in 32 strokes to the minute. All along Scotswood Haughs, the American, did little else except look at the spectators though once as if in pure bravado, and just to show what he had left in him, he put on a spurt, and went eight lengths ahead of Hawdon. After this he merely paddled, passing under Scotswood Suspension-bridge with rather more than five lengths to the good. Time, as taken by Benson's chronograph, 32min 5sec. The Canadian at once rowed up to his defeated rival and heartily shook hands with him, amidst great cheering from the spectators. Later on the men returned to town by the umpire's boat, £15 being collected for the unsuccessful sculler.

On the way back Mr. Joe. Smith, of Middlesbrough, offered to lay £50 even that Hanland Beat Elliots in the forthcoming match, or to take £300 to £200 or any part of it, that no one named the winner. No speculation resulted.—*Sportsman.*

The house 134, Aldersgate street, formerly the residence of William Shakespeare, is marked for destruction. The newsagent's shop that occupied the ground floor is shut up; the other floors are likewise tenantless; and in a few weeks the workmen will be busy pulling down this interesting memorial of the great English dramatist to make room for a pile of City buildings. The house forms a very complete example of the ordinary domestic street architecture of the Elizabethan period.

Lord Colin Campbell, being a native, should have been spared by the innkeepers of Argyleshire. But it is evident that the chance of taking money will, in Scotland, obliterate all source of respect for even the family of the Duke of Argyll. The following account, it is stated, was sent to Lord Colin:—

| | £ | s. | d. |
|---|---|---|---|
| Use of two rooms for 24 days | 240 | 0 | 0 |
| Breakages | 16 | 10 | 0 |
| Refreshments for polling officers | 19 | 3 | 0 |
| | £275 | 13 | 0 |

This charge of £5 a day for the use of a room seems to have staggered Lord Colin's agent, and on a modest representation the innkeeper was content to take pay at the rate of something less than £2 a day. In the end the inn keeper was content to take £92 18s., instead of the £275 18s. he had claimed.—*Truth.*

The Calcutta Barbers.—We have from time to time recorded the "strikes" of several workmen, and yet there seem to be other "strikes" threatening. On Thursday last Juggernath Ghaut was a picturesque scene. From early in the afternoon crowds of barbers wended their way to this place, and by four o'clock there were no less than four hundred present besides groups of spectators to witness the proceedings. The meeting having opened, it was proposed that, inasmuch as they were taxed, they should charge their customers such fees as would cover their taxes. The majority having agreed, it was resolved that, for each "shave" they should charge a European two pice and upwards, and for each "crop" two annas and upwards. The fees for a native, however, should be less, viz., one pice and upwards for a "shave," and four pice and upwards for a "crop." It was further proposed and carried that any person found violating the above rules would not only be excommunicated from their caste, but likewise beaten; and if criminal proceedings should be taken, the expenses for the defence were to be defrayed by subscription.


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